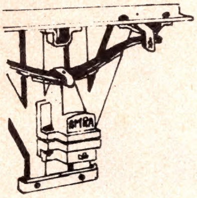

JOURNAL BOX

1/75

VOLUME 24 **ISSUE 114**

First, let me apologise for the lateness of this Journal. The reason can be found in my last Editorial — Finance. It is now costing us between $600 and $800 to produce each issue of Journal, and we have been warned of another price increase for printing.

The Committee of Management has now decided that for 1975 there will only be 4 issues of Journal (thus saving $1200 to $1600) and that membership fees will be increased as shown in the Secretary's Desk. This way we hope to get on to the right side of the ledger and be able to resume our 6 issues per year.

You will also notice in the Secretary's Desk that, after 5 years service, Rup Ackland has resigned as Federal President and John Dunn has taken over the reins.

It seems a pity to me that there were not more realistic nominations for Federal Committee. Let us face facts, there is not much point in nominating a person in Adelaide for a committee which meets in Sydney. Sure, if there were enough nominations to fill the whole Committee that would be a different thing — after all that is how the Federal Committee moved to Sydney after 16 years in Melbourne.

REX LITTLE

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ON THE COVER

T.G.R. H2 at Claremont.
18/3/72. Photo by S. Price

Deadline for the April/June issue is March 15th, 1975

THE SECRETARY'S DESK

At the end of the subscription year membership stood at 830, at the same time last year it was 753. Up to the 31st of September renewals and new members are 600 compared with 573 last year.
The breakdown of the 600 is

Vic.	N.S.W.	Qld.	W.A.	S.A.& N.T.	Tas.	A.C.T.	O/sea
231	250	41	50	9	5	6	8

"Please return this account with subscription", is clearly marked on the account yet many do not do so, some have even just bunged a $5 note in an envelope and sent it back! The post office stamp is not always a sufficient clue as to the sender! The return of the account form greatly assists Mrs. June Dunn in double checking the membership lists, non return of same means extra time in making out another one to keep the system straight and I can assure you making out 100 or so extra does take valuable time, a commodity of which June has had very little lately, hence the delays in getting cards back to members. So please remember this point in future.

It must be pointed out also, that the 600 members listed will receive the Nov./Dec. Journal, the laggards can receive it only by paying the difference in postage. When they are bulk posted it averages 4½c, a single posted copy 24c and extra costs are not wanted these days.

Our finances have taken a beating this year with Journal costs. The Nov./Dec. 1973 issue cost $340, this year's issue will cost $620. The C.O.M. is making every effort to obtain lower rates than that, and we are hopeful of early results.

In order to get back on a sound financial footing in these days of ever rising prices, we will need to increase our subs and joining fee, of $1. At the present time it is costing us in the region of $1.60 to send a new member his initial literature. Consequently as from 1st of March 1975, all new members will be charged a new fee, as yet not determined, until the new printing costs are known. Owing to the drop in the level of the financial bucket, there will be no rebate to Branches this year.

PLEASE notify June of any change of address promptly. There has been over 50 known changes this year and we still get Journals returned — address unknown — and some of these people even write and complain of non receipt of Journal.

In connection with the nominations for the C.O.M. 820 were sent out, the magnificent number of 16 were returned. Two nominees declined to accept this year, three were 500 miles or more from Sydney, and two were received after the deadline. At least the new President will have familiar faces to deal with in the next difficult twelve months.

The new committee of management is as

President: John Dunn
Vice-President and P.R.O.: Keith Wilcox
Treasurer: Keith Robinson
Acting Registrar: June Dunn
Committeemen: Rup Ackland, Brian Day, David Boyd, Phil Knife.

The first item on the agenda for the new C.O.M. was the assessing of a new scale of fees in keeping with the ever increasing costs.

Joining fee has been increased to $3.00 plus the following subscriptions.

Senior from 1st September	$6.00	
From 1st March		$4.00
*Student from 1st September	$4.00	
From 1st March		$3.00
Auxiliary from 1st September	$1.00	
Life Membership	$90.00	

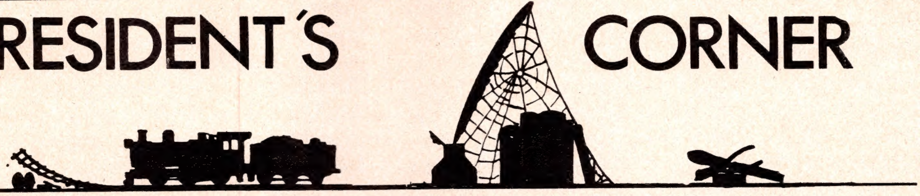
*Student covers the period from age of 10 to completion of secondary education.

As mentioned earlier, these new fees will come into operation from the 1st March 1975. New application forms will be sent to all Branch Secretaries.

Stop Press ! ! ! ! ! !

Due to unexpected circumstances, Journal will only be produced each quarter for 1975 at least. We are still hopeful that issue 109 will see the light of day.

PRESIDENT'S CORNER



PRESIDENT'S ANNUAL REPORT

Delivered at the Annual General Meeting Australian Model Railway Association, held at N.S.W. Branch Clubrooms, Rockdale, N.S.W., 22/11/74.

In presenting this Annual Report I do so with mixed feelings, since I am not nominating as Federal President for the ensuing year. I feel I have held the office for long enough — and that I can do more for A.M.R.A. from beyond the hot seat.

The year just finished has not been an easy one. Costs have increased without notice and at an alarming rate. We commenced the year confident that we could hold the subscription rate at $4 per senior. Our first jolt was an increase in Journal printing from $380 to $660 odd per issue. Next came the change in Publishers necessitating a change in Journal pre-typing at additional cost of over 100%.

On top of this we had a postal increase in bulk rates as well as an increase in individual postings — New members literature.

As the treasurer has reported, we have tried to build a buffer against future office replacements — typewriters, copiers, and the like — but for a while, up to the present we looked like using our reserves just to keep Journal going.

I would like to leave the subject of Journal for a moment and talk of membership. I am very happy to say this has reached 682 at the present compared to 612 for this time last year. For the year to 31st August, 1974, we had an all-time high of 830 members. But the problem has been that membership increase could not offset the astronomic Journal costs.

For this increase in membership we of the C.O.M. must thank the members, because they are the best ambassadors the Association has. Also our thanks go to the Branch Committees for their contribution to membership, by exhibitions, clinics, small railway shows at fetes, and by word of mouth.

Among our new members are two who are in the throes of establishing or rather expanding a printery. We obtained two quotes from Victoria, but the Sydney members came up with a rate, which although not finalized at the moment, was within our immediate budget. A trial print out has been arranged for issue 109 — the missing Mar.-April issue — and we are awaiting this copy now.

In addition, these same members have several good offers on advertising, which incidentally is their basic field. So we have every reason to be hopeful that Journal will not only remain self-supporting but may even contribute to general funds.

The implications of this are that whereas we were considering that subscriptions may have to rise by 100%, the increase can possibly be constrained to 50% or even 25%. This decision, however, is one for the incoming C.O.M.

As mentioned in the Secretary's Report as a result of the cost rises during the year, the C.O.M. could not rebate any percentage of subs. to the various Branches this year.

So much for the past year — its problems and its possible cures. Let us look to the future — I believe A.M.R.A. is on the threshold of immense growth. Membership is still the key to the problem. If every member introduced one new member our membership next year would be around 1,300-1,400.

I personally see the future in three sections.

Firstly assistance must be given to the Federal Secretary, the Federal Treasurer and most importantly and of prime consideration the Federal Registrar. Every time the membership rises 10% everybody is happy, including Mrs. June Dunn. But she realizes it simply means an increase of 10% of her work load. In the 6 years she has been in the job, the membership has increased 400%!

Secondly and fairly early in the next 25 years, there must be a re-examination and upgrading of the Constitution. Our present Constitution has served the Association for nearly 25 years but there have been and will be developments in A.M.R.A. which render the Constitution quite incapable of giving guidance.

And the third section is that serious thought must be given to Incorporation of the Association. It has been discussed at many C.O.M. meetings but circumstances and funds have not been favourable. I think eventually it must come; I do not think our founding fathers ever envisaged an Association of up to 900 members with branches owning property of some considerable value.

For myself, I would like to work at these future concepts of A.M.R.A. and submit detailed plans to the C.O.M. so that sub-committees may be formed to consider them and recommend them to the C.O.M. and eventually to the members for acceptance.

Before completing this Report I would like to thank all members of the C.O.M. for their co-operation, guidance and support which they have always given me during my 5 years as Federal President. My thanks also go to the Advertising and Publishing Committees which operated during my terms and particularly I would like to thank the Editor of Journal — Rex Little — who has carried a great load in Melbourne with the later problem that if he wanted to discuss something it meant an STD call or a trip to Sydney.

And lastly my thanks to all members of the Association for re-electing me over the years. I hope I have served you well and I hope — God Willing — to continue to do so.

Many Thanks,

RUPERT ACKLAND.

IS IT A MODEL RAILWAY?

Part 3 by E. G. Watson

THE INFLUENCE OF MAGAZINES

(A) POOR ARTICLES

Just as the poorer type layouts on display can limit people's appreciation of the scope of our hobby (Part I) so can the poorer type Model Railway publications.

A combination of over exposure to "demented mice" layouts, and some of the poorer magazines, produce some pathetic results.

I see the influence of magazines as a limiting factor in 3 ways.

1. Some so called "easy way" articles are so advanced as to require specialised technical skill and knowledge. This can be quite discouraging. I remember buying a magazine with "Wiring made easy" on the cover. Being in a hurry I did not check the contents.

In fact the article was accompanied by photos that looked like something out of a TV programme where the distressed father keeps the kidnapper talking on the phone while technicians run around miles of passages with million of switches trying to trace the call.

2. Lack of essential details.

In part 1. I mentioned that some considered it impossible to reproduce Public Sidings on Model Railways. It isn't if you know how — but considering that it took me 40 hours to perfect the system I wouldn't blame anyone for giving up and deciding it couldn't be done.

The only mention I have found of this subject by another writer was in an article which in 12 words recommended pulling or public sidings to increase operational interest. More uncoupling ramps are needed." Too right they are, but some time try placing 8 uncoupling ramps in a long siding and running 24 trucks from one end to the other without uncoupling one.

I can imagine how anyone trying out the idea on the scanty information given would soon give up and so pass over what can be quite a challenging and interesting feature of operations.

So far as disabled trains goes, no system was given, so that grave danger of damaging rolling stock (valuable engines) awaits anyone trying it with a disabled engine.

Both these items Public Sidings and Disabled Trains are covered at length in my earlier articles. Other items that come to mind is one on laying track. Any Triang user would find that his hydraulic buffer stops would not fit. Fortunately I checked it before starting my new layout, for it has over 40 of these.

Another item gave a way of building a viaduct with a grade of 3½″ to one foot. I tested this for my new layout and couldn't get an engine up it. It would be interesting to know what type of engine and load the writer managed to get up such a grade — he left that information out!

Anyone not particularly interested in experimenting could quite easily decide, after trying out a few of these ideas that lack full information, that it was 'impossible' and revert to a "demented mice" layout, or if bored, give the hobby away.

(B) Poor Layout Designs (Non Model)

The design shown in figure 2 was one on which a whole series of layouts was based, in one magazine. Variations were not more than more track added in spirals amid some excellent scenery.

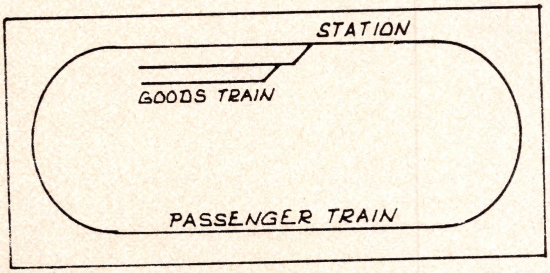


FIG. 2

Some people classify layouts as "good" or "bad" according to the scenery (The young chap who showed me the magazine was one of these — luckily I have "converted" him in time). No matter how good the scenery is it is **NOT** a model railway — it is only part of a model railway layout.

Don't be fooled by those beautiful pictures. Strip the scenery away, draw up the trackwork and what is left? **NOT** a model railway as claimed, for it violates at least two of the basic characteristics of prototype railways.

(1) Note that all that can be done with the trains is to either have them chasing each other as per the "demented mice" formula or put one train in a siding, run the other around the track, put it in a siding run the other around the track ad nauseum AND THAT IS CLAIMED TO BE **"MODEL RAILWAY" ! !**

(2) The introduction of the goods train on the layout provides a good introduction to "MODEL OPERATIONS" to follow.

In actual practice trucks are consigned from one station to another, empty or loaded.

Where then are the trucks on this train to go? Without violation of one other aspect of operations covered later, it is impossible to shunt the trucks — there are no uncoupling ramps nor a siding for the passenger train.

From the viewpoint of "MODEL" operations this design is useless. As E. F. Carter said, "a toy railway can never be a model railway" (no matter what publishers call it).

Even worse than this is a track plan given in a manufacturer's catalogue.

This contains several serious breaches of safe working. Signals are located on the wrong side of points (danger of derailment). One signal while intended to signal the train into a siding would technically route it head on into a goods train. To use the engine shed a train needs uncoupling facilities. As the manufacturers' ramps will not fit on curves it is impossible to do so on this layout. As the track work is set out in double lines the goods would have to push back on the mainline to get to one point. The passenger could get there engine first — and sit over a level crossing and block the mainline as well.

Being a "demented mice" layout trucks can't be shunted or consigned anywhere. This is called "MODEL RAILWAY"?

Summary of Parts 1, 2, 3

So far we have had a look at factors that have a limiting influence on people's concepts of our hobby and tried (successfully I hope to define a "MODEL RAILWAY".

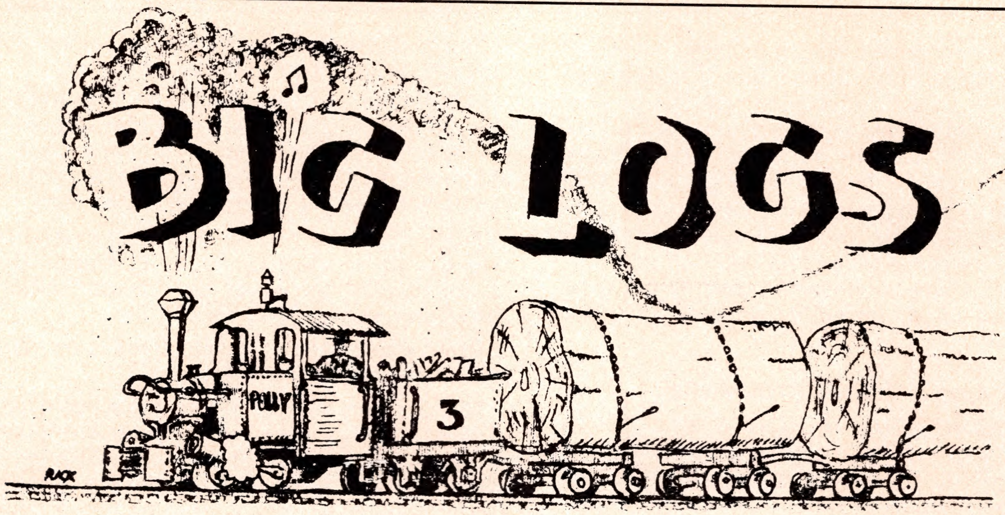
Briefly we have touched on several basic characteristics of prototype operations (and quickly passed over another without naming it). These will be expanded under "MODEL OPERATIONS".

First though some additional notes on sidings, to help transform a "demented mice" layout into a model railway.

(to be continued)

WANTED

O Gauge Rail. Any type, Steel or Brass, Bull Head or Flat Bottom, in useable condition. Contact JOHN McNABB, P.O. Box 109, Boronia, Vic., 3155.



BIG LOGS AND LITTLE ENGINES !

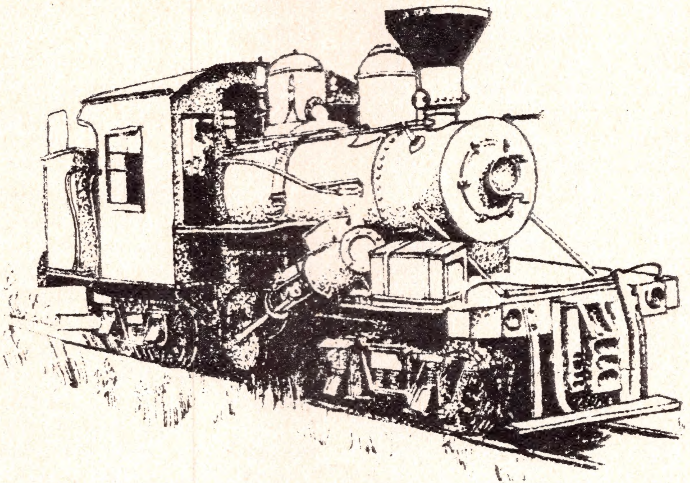
Reprinted from A.M.R.A. Journal No. 20, Feb., 1956.

by Bryan McClure

The chief forest areas in Victoria cover the State from the extreme north east around the southern and eastern sea coast and as far west as the Otway Ranges. Timber trams have operated in most parts of this area at some time, but the happy hunting ground for tram trackers is the area between the Thompson River in South Central Gippsland and the Upper Yarra watershed just east of Melbourne. One of the main tree species growing in this area is mountain ash, which has always been considered prime milling timber. Before the day of the heavy petrol or diesel truck, some means of transporting this extremely weighty produce was required, and from the first crude horse-operated tramways was evolved the distinctive little "Puffing Billy" we are now interested in. At this point I suggest you study the sketch map reproduced on page 10 and locate our starting point for a quick round trip of the timber lines that once criss-crossed the area under discussion.

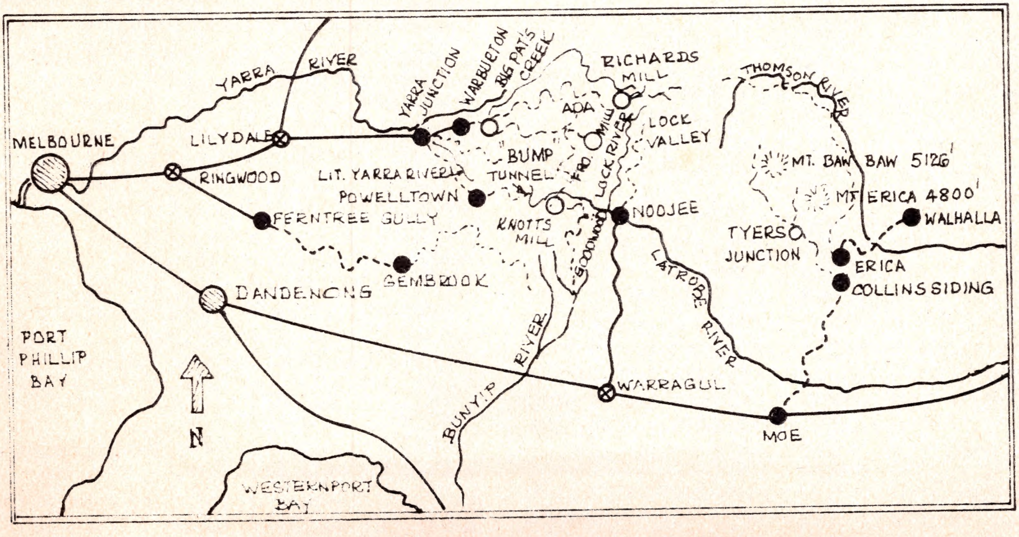
We commence our wanderings near the Thompson River, the first line encountered being the 2′ 6″ gauge Tyers Valley Steel Tram of the Forests Commission of Victoria. This commenced at Collins Siding on the narrow gauge Moe-Erica line of the V.R., and although there was normally no physical connection between them, timber transhipment facilities were provided. The Tyers line followed a N.W. course for 6¾ miles to a settlement known as Tyers Junction. Here was located an engine shed and workshop of timber construction, and quite an extensive yard, complete with a triangle for turning engines. From Tyers Junction one track followed the eastern branch of the Tyers River for another 2¼ miles to what was known as Ten Acre Block, and the track on the western branch of the river continued for 6¾ miles to Growlers Creek. The line was constructed to a high standard for a tramway, being almost to V.R. requirements for narrow gauge lines, with 43 lb. rail, 9′ x 7″ x 4″ sleepers, and gravel ballast. The two branches were worked by various types of petrol and diesel tractors, which are quite simply an internal combustion engine mounted on a chassis and equipped with 6 or 8 coupled flanged wheels, but from Tyers Junction to Collins Siding the line was operated by steam traction.

The original steam loco obtained by the Forests Commission was a 25 ton "Climax" geared engine bought new in 1928 from its American builders. This little loco, with 200 lbs. boiler pressure and 11,000 lbs. tractive effort was capable of hauling 75 tons of logs over the 1 in 30 grades between Tyers Junction and Collins Siding, and did so almost continuously from 1928-1949. A sketch of the Climax is included overleaf. In an effort to increase operations of the line, a V.R. NA 2-6-2T was hired for a period in 1933, but the venture was not



entirely successful and the loco was returned to the Government Railways. Efforts were then made to obtain a loco from an Australian builder, and one was eventually constructed by Harman's of Port Melbourne, but apparently this was not very successful in operation. Something of an air of mystery surrounds the machine, and few photos exist of it, but it appears to have been a geared engine with a normally arranged boiler, firebox, cab and bunker mounted on two four wheel bogies. Each bogie was equipped with two outside cylinders which drove the loco by a combination of side rods, gears and chains. The engine was seldom used and was eventually cut up for scrap when the line was lifted about March, 1951.

Rolling stock consisted of 4 wheel "bogies" of wood frame construction, which were merely a cradle to carry one end of a log or logs. Coupling was by means of a "reach bar" when cars were unladen (often substituted by a sapling) or by the actual log loads themselves in a loaded train, with reachbars between "cars". All that is left of this once busy line is a weed grown track alignment with rotting sleepers and an occasional bridge or culvert. But should you visit Erica today it's possible to see, in the yard of the State Sawmill, the Climax loco which moved to this site under its own steam in 1950. It is now unfortunately sadly deteriorating as weather and disuse take their toll. One interesting point about this line was the fact that both the Climax and Harman locos travelled from Moe to Collins Siding under their own steam, and ran over a temporary connection from the V.R. to the tram. Another such connection was made while the NA was on loan and for the last time when the Climax travelled to its present resting place on 14.12.50.



The next line we glimpse in our roaming around the Thompson River area is the 3′ gauge Thompson Valley Tram, jointly owned by the Forests Commission and a local sawmiller, Mr. J. F. Ezzard. This ran from the State Sawmill at Erica for a distance of 25 miles into the Thompson Valley and was definitely more of a tramway, being of quite light construction. It was worked principally by tractors of the type mentioned in an earlier paragraph, but in addition, on two separate occasions, Mr. Ezzard operated locos of somewhat heavier design. One was a box-cab double bogie diesel of a B B type, equipped with connecting rods on its wheels, and was not unlike many present day narrow gauge diesel or diesel electric locos.

The second engine was a remarkable machine which was built by cannibalising two conventional little tank engines, and we meet this "reconstruction" a little later in connection with another line. From some rather poor photos in my possession it appears to be an almost normal tank engine superstructure perched atop two huge four-wheeled bogies which protrude from under either end of the framing. Cylinders were situated immediately ahead of the side tanks and apparently drove a shaft which was geared to the inner axle of each bogie. The four wheels of each bogie were fitted with normal connecting rods. This peculiar piece of power was cut up for scrap when the line closed in 1951, and for some time parts of it lay on vacant land near the Erica railway station.

One spectacular feature of the Thompson Valley line was a huge curved trestle high above the bed of South Cascade Creek. This structure is still standing and can be easily reached from a road recently built into the area.

From the Thompson River area we now move eastward to Noojee. Before the great bushfires of 1939, many lines operated in this area, but practically all traces of them have been obliterated, firstly by the fires and subsequently by the regrowth of timber and underbrush. Another glance at the sketch map shows that two lines operated out of Noojee, and the first of these was the Loch Valley Tram which ran along the banks of the Loch River for almost fifteen miles to a settlement at Loch Valley. The history of this line is quite short, commencing in 1920 when the Loch Valley Sawmills purchased two 0-4-0 saddle-tanks. These locos were conventional industrial types which had been built by the Baldwin Loco Works in 1890 for the Sorrento Tram, a line closed in 1918. Both the Sorrento and Loch Valley lines were 3′ 6″ gauge.

The second line leaving Noojee was the 3′ 6″ gauge Goodwood Tramway of the Goodwood Timber and Trading Co., later purchased by the Limberlost Timber Co. It possessed about fifteen miles of "main line", with numerous branches to mills. At a spot known as Knott's Mill, it met the 3′ gauge line of the Vic. Hardwood Co., which is popularly known as the "Powelltown" line.

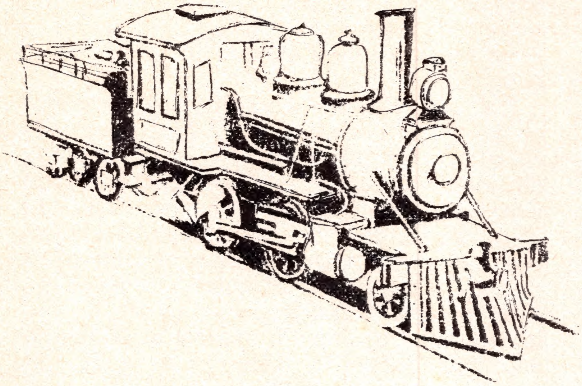
The Goodwood line appears to have possessed five locos in its career, four of them being steamers. When operations commenced about 1923, the company purchased three 0-4-4 well tanks from the South Australian Railways where they had been known as Class "V". About 1924/25 a Beyer Peacock 2-6-0 tender engine was bought from the Goldfields Firewood Supply Co. of West Australia, which company had in turn purchased it from the West Australian Government Railways in 1902. The loco was first placed in service during 1883, so it covered quite a lot of ground during its career.

At some time during this chequered life the Mogul lost its tender, which was replaced by a four-wheeled truck carrying wood fuel and two square 500 gallon sheet iron water tanks. In 1936 the loco came to the "end of the line" when it plunged from a trestle into a creek, killing one member of its crew. It was never recovered, and may be somewhere in the bush west of Noojee to this day. After this accident the Company purchased an 0-6-0 diesel, of unknown type, which operated until the line finally closed in 1941.

All rolling stock was the now familiar timber bogie type of vehicle as described elsewhere, with one exception. This was an ancient bullnosed Morris Cowley motorcar which had been fitted with wide-tread tramway wheels and a chain drive. This "equippage" was capable of hauling small loads of timber and must have been quite a sight when in action.

The next line in our "Tale of the Trams" is perhaps the best known of Victoria's timber lines. This was the 3′ gauge track of the Victorian Hardwood Co., although as stated previously, it was commonly referred to as the "Powelltown line". About 22 miles long and commencing at Yarra Junction on the V.R. broadgauge line to Warburton, it was opened about 1902, operating until 1944. The track was lifted during 1944/5. The line had five locos comprising an 0-4-0 side tank 0-6-0 and 2-4-0 tender engines and two Shay geared engines. The 0-4-0 was built by Kerr Stuart of Stoke-on-Trent and is generally considered to be the original "Coffee Pot".

Powellite was an 0-6-0 British built inside cylindered type with a 6 wheel tender, in appearance similar to any conventional English 0-6-0, but the 2-4-0, which carried the name

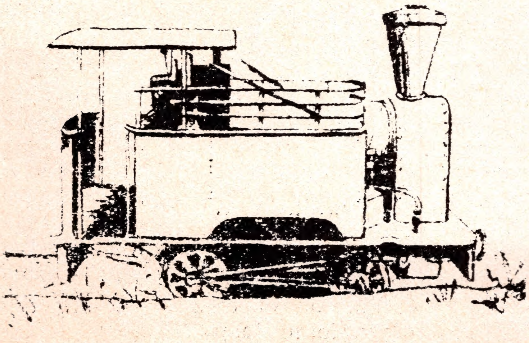


"Little Yarra" was constructed by Baldwin and was complete with long wooden pilot, oil head lamp, sand-dome, brass bell and large American type cab. Her tender was of a type quite common about the turn of the century, having a single fixed axle followed by a 4-wheel bogie.

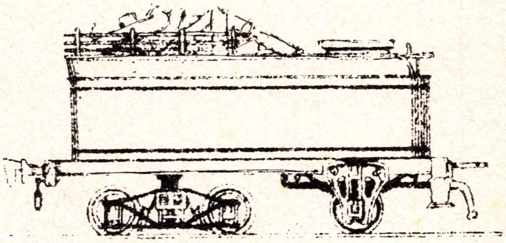
Both loco and tender were lined out, with the loco name on the tender sides. A sketch of "Little Yarra" appears above.

The two Shays were conventional twin-truck types typical of hundreds then in use throughout the world for logging and light railway service. "Powellite" and "Little Yarra" were both equipped with centre buffer "chopper" type couplings whilst "Coffee Pot" and the Shays carried link and pin couplers. This difference occurred because the eleven miles of line between Yarra Junction and Powelltown was operated as a common carrier, transporting goods and passengers as would any normal railway, whilst the remainder was a purely logging road. As a result of this dual personality, the line possessed, in addition to a large number of standard timber bogies, a selection of normal rolling-stock, including a passenger car, and a type of guards van.

Beyond Powelltown traffic was originally hauled over a mountain spur known as the "Bump" by a cable haulage system but in 1925 a 250′ long tunnel was built which overcame this operating difficulty. This tunnel actually carried the line under the Latrobe River which at this point is only a mountain stream. From the "Bump Tunnel", as it was known, the track continued to a place known as "Splitter's Camp" adjacent to the site of Knott's Mill on the previously mentioned Goodwood Tramway. From "Splitter's Camp" a cable haulage system of the balanced funicular type (loaded cars descending and hauling up empties) lifted the line 1300′ in less than a mile to an elevation of 2300′. From the top of this incline the line descended into the Ada Valley, crossing the Ada River on a large wooden trestle, and incidentally, crossing another timber tram, the 3′ gauge Federal Timber Co's. line which came up from Warburton.



The Federal tram also crossed a branch of the Powelltown line, and both these crossings were made with a crude hinged rail arrangement, no connection ever being made. The Powelltown road ceased operations in 1944 and the locos were sold for their boilers, although the frames, cab and bunker of one Shay and the passenger car and some other rolling stock lay in the Company's mill yard at Powelltown for many years, some of it still being there.



Rumour, to date unconfirmed, has it that "Coffee Pot" is preserved at Powelltown. One other relic is the bell from "Little Yarra" now used in the sawmill as a warning for "Smoko". Some track remains around the mill between timber stacks, drying sheds, and the like, and a small diesel industrial switcher works on this remnant of a once extensive system. Having mentioned it in passing, we may as well now direct our steps to a group of lines centred on Warburton, and usually known by the collective title of the Federal Tram.

In 1901 the V.R. reached Warburton, but due to the situation of the goods yard it was found necessary to arrange a new site for timber transhipment, and as a result the line was extended for half a mile to LaLa Siding. Proposals were then made for construction of a steel tramway 4¼ miles in length, to a spot known as "The Points" where various horse operated wood railed trams met. History is a little vague about the actual constructor of the line but it was built to 3′ gauge and opened in 1910.

Motive power comprised four steam locos, three 0-4-2 side tanks and one 0-4-0 side tank. Two of the 0-4-2's were built by Fowler & Co. of Leeds and the other 0-4-2 and 0-4-0 by Kerr Stuart of Stoke-on-Trent. The little 0-4-0 was sold in 1916 and went to N.S.W. while the Kerr Stuart 0-4-2 was sold to another timber concern, most likely that of Mr. E. A. C. Russell of Gembrook. The fate of the remaining two locos is unknown.

From "The Points" a Mr. W. Richards built a line, also to 3′ gauge, for 14½ miles to a sawmill in Starvation Creek Valley. By means of hairpin curves and 1 in 12 grades this line climbed the south side of Mississippi Creek Valley to cross the range at an altitude of 2750 feet on its way to the mill. Motive power was a six coupled "International" tractor. About 1931 Mr. Richards acquired the original 4¼ miles of tramway and began to operate the complete line. However, it was little used after 1936 and was abandoned after being damaged in the 1939 bush fires. The rails were recovered during 1941 for use in construction of tank traps in the Western Desert.

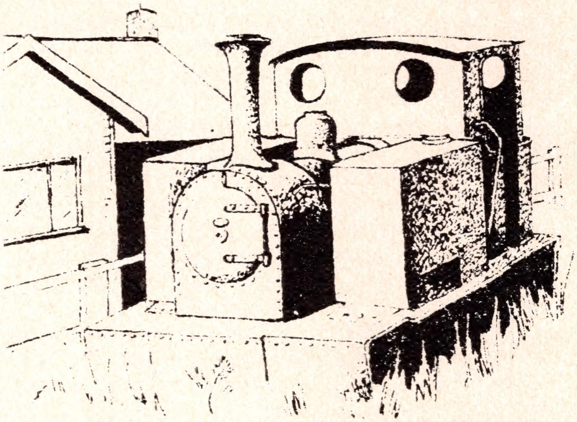
Some time prior to 1928, Mr. Ezzard, whom we previously encountered near Erica, opened a timber mill in the Starvation Creek Valley near the mills of Richards and the Federal Timber Co. Suitable arrangements were made regarding "trackage rights" and the produce of both Ezzard's and the Federal Mill was then hauled to LaLa along Richard's Tram.

The actual portion of the line built by the Federal Timber Co. left the tramway at "The Points" and rose to an elevation of 2250 feet to cross the range at "Starling's Gap", 7½ miles distant. From here the line descended to the New Federal mill in the Ada River valley, crossing the "Powelltown" line by the peculiar crossings mentioned earlier. The line was built during 1934-35 and although the point is not clear, may have been in use as late as 1941. Motive power was the familiar six-coupled tractor.

The loco used was the same odd geared engine mentioned previously in discussing the Thompson Valley Tram and the cannibalising was achieved in this way. In January, 1928 Mr. Exxard purchased two 2′ gauge locos from a Melbourne firm of iron merchants. One was an 0-4-0 well tank built by Orenstein and Koppell and the other an 0-4-0 side tank built by Krauss, both of Germany. These two locos were rebuilt by the combined efforts of two Melbourne engineering firms into Ezzard's strange 3′ gauge hybrid. The loco worked until the mills ceased operations in 1936 and then lay derelict on a siding at LaLa before being transported to Erica where we have already noted its ultimate end.

Well, we have now had a brief glance at most of the major timber lines in Victoria and are almost back to Melbourne. But just to round off our journey let's take a quick look at one remaining road — Russell's Tramway. This line, of 3′ gauge, ran from Gembrook siding, the terminus of the now defunct gauge line of the V.R., for a distance of 14 miles into the Bunyip River watershed. It was owned by Mr. E. A. C. Russell, who operated a sawmill at Gembrook, and was opened in September, 1927, and closed in February, 1944.

The first steam loco used was built by W. Day & Sons of Melbourne in 1928, and was a geared engine of a "Heisler" type, but with two 6 wheeled bogies, and weighed about 15 tons. I do not know how long it was in service, but the remains, bogies, frame and boiler, stood in a blackberry patch outside the Gembrook yard, and were scrapped about 1954.



In addition the line possessed an 0-4-2 side tank built by Kerr Stuart, which, as previously mentioned, probably came from the original part of the Federal Tram at Warburton. A sketch of this engine is shown above as it stood on a short isolated piece of track on the verge of the road near the Gembrook mill until scrapped during 1954. Moves were made to preserve this little engine but unfortunately the torch arrived first.

Well, that winds up our potted perambulations through the Puffing Billy country, but perhaps if your imagination has been fired a little you may get the urge to look harder at what is left of the "Timber Trams", and possibly preserve a litle bit of their fascination and charm in model form. Happy Hunting!

Better model railway electrics

by Alan Dowel

No. 7 Acquiring, Selecting and Cleaning Relays.

This is the seventh of a series written by Allan Dowel, based on his experience as electrical engineer with the Melbourne Model Railway Society.

PMG 3000 type relays can be obtained secondhand from disposals shops, through AMRA by writing to John Yawm, or from MMRS by writing to the author. Generally they will be cheaper from the latter two sources. Price will vary from 40 cents to 60 cents each from the clubs, dependent on many factors, the main ones being relative popularity and amount of work involved in making up coil/springset combinations which are not held in stock.

The most popular coils naturally, are those suitable for 12 volt operation, and the easiest coils to obtain are those designed for 50 volts, the main PMG size. For this reason, it is well worth considering the use of a 50 volt power supply if you are going to use a lot of relays for any purpose. A 50 volt power pack costs very little more than a 12 volt pack, as most diodes these days have at least a 50 volt rating. Alternatively, the clubs regularly sell ex PMG 50 volt packs for about $5, which is even better.

SELECTING relays, unless you know exactly what you want, is mainly a matter of taking suitable coil valves for the supply voltage which you intend to use, and then picking the relay with the most springs. The best contact units to find in springsets are "C" units (Changeover) as these can be used as either "M", "B", or "C" units.

A "fat" (fully wound) coil assembly will nearly always be more efficient than a thin one. Two popular PMG relays which are suitable for our use (on 12 volts) are 50+50 ohms (connect in series to give 100 ohms) and 200+200 ohms (connect in parallel to give 100 ohms). The 200+200 kind often comes with an extra 570 ohm winding. This 570 winding is of no use to railway modellers as it is wound with a few turns of resistance wire. Use only the two 200 windings. The optimum resistance for 50 volt working is 2,000 ohms, but on 50 volts, you can come down to 500 ohms without exceeding the heat rating (5 watts).

The power formula

$$\text{RESISTANCE} = \frac{\text{VOLTS SQUARED}}{\text{POWER}}$$

Applies in calculating the minimum resistance which can be used on any given voltage. e.g. What is the lowest resistance coil which can be connected to 12 volts for long periods?

$$R = \frac{V^2}{5} = \frac{12 \times 12}{5} = \frac{144}{5} = 29 \text{ ohms}$$

In actual fact, this would most likely be overpowered and a 100 ohm coil would probably do most jobs, but at least you can be assured that a 30 ohm coil would not burn out.

How many coils can you operate simultaneously from a 50 volt, 1 amp supply?

Assuming that most coils will be 200 ohms, a very common size, we start off by finding out how much current one relay coil will take.

$$\text{AMPS} = \frac{\text{VOLTS}}{\text{OHMS}} = \frac{50}{2000}$$

(or 25 milli-amps)

Thus 40 relays of 2000 ohms could be simultaneously operated from a 50v, 1A supply. If these are point motors, then it would be a mighty layout to have 40 points switched to the lesser route simultaneously. (When relays are used for point motors, it is usual to have power "on" when the points are switched to the lesser used route).

CLEANING RELAYS can be a frustrating and slow job unless you know a couple of tricks.

The first one is to realise that a soldering iron must be just as clean for removing solder as it must be for applying it. For this reason, all combustible wire covering should be first removed from relays to be cleaned.

The best cleaning sequence is as follows: —

(1) Cut all spring wires at about ½″ from the spring tags.

(2) Cut all coil tag wires as close as possible to the tags, flush if possible.

(3) Fit a pair of spectacles. (Hot solder in the eye is not recommended.)

(4) Strip the cotton or plastic wire covering from the short wire ends on the springs.

(5) Holding the relay firmly between thumb and fingers of the left hand (with springs uppermost) heat and tension the spring tags with the hot soldering iron. Let the spring tag "flick" the solder as the iron is removed.

Work from top to bottom, then twist off those wires which did not flick off, with a pair of long nosed pliers. Work in a box to stop solder spraying everywhere. It may be necessary to repeat the process to get the last of the solder from some springs.

(6) For the coil tags, sit the tags one at a time on the tinned face of the iron, and as the solder melts, bang the relay down on the bench. This should shift the solder and the short wire stubbs, but a repeat may be necessary here. UNDER NO CIRCUMSTANCES PUT ANY TWISTING STRAIN ON COIL TAGS, as they break very easily, and need special tools and skills to replace.

The hole in the tag should be clear when sufficient solder has been removed.

Your relays should now be ready for an adjustment check, and I will detail this in the next part of this series.

FICTION:

SAND HOUSE SCANDALS

REPRINTED FROM "THE REDBALL NEWS"

When the diesels came, they were popular with everybody but the boilermakers. Engine crews fought to get them. Theye were handy and flexible and you could work a shift on one of them without having to be dry-cleaned to get pounds of soot and grease off your clothes and skin. Three came in the first batch, little 600 horse road switchers, and they went right out on the branch lines replacing 60 year-old Twelve-wheelers.

Engineer Big Sam Jones drew a diesel job; a turn-around run that switched a flock of sawmills on weed-grown branch. Big Sam proudly piloted the 70-tonner, getting the work done in good shape, and for two days all was well. Then the fun began.

The third day, on the trip in, after the switching was done and the crew was headed for home with twenty loads of lumber, they came to an ignominious stop out in the middle of nowhere. The conductor walked up to the head end and found Big Sam and his fireman scratching their heads and wondering why the engine had stopped.

"By golly", said Big Sam. "This beats me. Did you ever take a look at that mess of machinery under the hood? If this was a steamer, I'd patch her up in five minutes, but."

"So what now?" asked the conductor.

"Better get the maintainer. I'm no Diesel man."

The head brakeman went walking, and walked until he found a telephone, and finally got the roundhouse foreman, and pretty soon the truck showed up. While the electrician and the machinist opened hood doors and hunted, Big Sam stood on the running board getting in the way and advising all that "If it was a steamer, I'd have her patched up in five minutes, but these Diesels are too many for me."

"Here she is", said the machinist "Overspeed trip kicked out". He reset the lever. "Now try her."

Big Sam did, and she started.

The truck took off in a cloud of dust and Big Sam got the train rolling. In five miles though, she stopped again. Big Sam assumed a wise look, winked at the fireman, clambered out onto the running board and opened the hood door. He turned and looked back at the fireman with a baffled expression.

"Thought it was that darn overspeed trip again, but it ain't Son . . . " to the head brakeman, "looks like you'll have to take another hike".

"Gosh", said the head brakeman, "I'm still tired from the last one. Wait awhile and see if the swing man comes up."

He did and he went hiking. When the maintainers arrived, some time later, they discovered the low lube oil pressure cutout kicked out. Big Sam's remarks were a little caustic this time and again he reiterated that if she was a steamer, he'd have had her patched up in five minutes.

Three more times that Diesel curled up her toes and died, and three more times the footsore brakeman hunted telephones and summoned aid. The last time she was done for good. The crankshaft in the air compressor had broken. Big Sam was now consulting his watch frequently, because train and engine crews cannot work more than 16 consecutive hours, and time was running out. They'd been on the road more than 14 now! Big Sam, the fireman and the conductor rode into the terminal in the truck. There they climbed aboard a good old (60 years) steamer, got themselves some orders, and started backwards for their stalled train. After they coupled on and were ready to go Sam bellowed after the departing maintainers, "If she'd been a steamer I'd had her patched up in five minutes!"

Now the race began. They had to beat the 16 hour law. Big Sam peeled her back, stood and let her sail.

"We'll just make it!" he yelled at the fireman, and just as the words left his mouth came an ear-splitting crash followed by a loud boom. The engine lurched and seemed about to roll over, then ground to a brake-locked stop as the startled hoghead pig-holed the air.

An inventory revealed the following had happened: the left main pin had snapped flush with the wheel, the big end of the main rod had swung up and around, cleaning the whole left side of the engine and removing the air pump and main reservoir; the piston, which had been on its forward stroke, had knocked off the cylinder head, which was located after a search sticking edgewise in a telegraph pole.

They stood around awhile looking at the wreck and talking about it, then Big Sam and the fireman walked a quarter mile ahead to a phone. Big Sam was finally connected with the roundhouse. The man who answered was the machinist who had come to the rescue five times. Big Sam gave him a quick sketch of the damage.

"Okay!" said the machinist, "you've got a steamer. Patch her up in five minutes and come on in."

"I'd do that," Big Sam said. "I sure would. But, by golly, the 16 hour law caught me five minutes ago."

WANTED

Loan of drawing of VR 'X' class loco with 'Belpaire' firebox. S. Suggit, 1 Badge St., Jamboree Heights, 4074, Queensland.

Berg's HO brass N.S.W. C32 class 4-6-0 loco and tender. Please write stating price and condition to A. Templeman, 5 Kenilworth Road, Lindfield, N.S.W. 2070.

INFORMATION WANTED

The following Journals No. 113 have been returned so far:—

Mr. G. F. Snook and Mr. R. G. Snook both of 15 Oak Street, Beaumaris, Vic. 3193.

Mr. T. S. Kerr, 28 Hanworth Street, Amelia Heights, W.A. 6021.

Would anyone knowing the new address of any of the above please ask them to contact the Federal Registrar to obtain their Journals, and to bring our records up to date.

Rex Little, Editor

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SOME METHODS OF LETTERING AND NUMBERING

by Colin McHarg

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This is a summary of the explanation given during a workshop session at the 1972 Convention in Hamilton.

1. **Photo-engraved name and number plates.** Much has been written of this before and while I really do not wish to advertise, I quietly continue to make these at $1.25 each or $1.50 per like pair. The starting point for making these is a drawing of the plate, done black on white (for black parts raised) at one quarter of the prototype size. The final reduction of this artwork, by the engraver, is 16 times — remembering the final reduction factor, if you do your own artwork (you will be given every encouragement) costs will be about one third of those above. Remember too, that whereas Zinc will always produce a perfect engraving, brass is more difficult and often produces imperfections, i.e. use brass for engravings only where this is absolutely essential.

2. **Photo-engraving leading to Silastic moulds.** Without a doubt the best method for producing number and distributed load plates, also hinges and patterns of rivets, is to make photo-engraved patterns in Zinc and use these to make a Silastic mould. Wooden carriage and van plates, 'Z' wagon plates and 1 and 2 class plates for wooden carriages can be produced in this way. Fill the mould with Plastibond into which has been mixed the appropriate colour for the raised numbers paint with the correct background colour and when dry, carefully sand off the surface with the finest grit of wet and dry paper.

3. **Rubber Stamps.** I have made these by drawing up artwork four times bigger than I finally want it and have the photo-engravers make the necessary Zinc pattern from which the stamp maker makes his stamps. These have worked especially well for labelling tarpaulins and palletised timber, labelled Tasman and Whakapine. They are more difficult to use but have produced good results on steel-sided wagons for labels like, "Distributed Load 12 Tons, Lift Centre Catch First Shunt with Care, Roller Bearings, Fitted for Chilled Beef, etc."

With white labels I use poster paint, well watered down and with a drop of detergent mixed in as a wetting agent. With black, I have had best results from rubbing black felt pen ink onto a non-absorbent surface and then dabbing the stamp onto this. There is a lot of scope for further experiment here — you could well come up with a better method.

4. **Photographic Wagon Numbering.** Although this idea is of my own creation, I wish to acknowledge here the valuable refinements contributed by Bob McCully. This method is parrticularly suitable for the white on black lettering or rolling stock bodies and underframes. Prototype N.Z.R. labelling is 4" high for classification and number, and 2" high for tare weights and servicing details.

After tracing, photographing or copying the numbering from the prototype, I draw up the artwork at one quarter full size, in white pencil on black paper and then paint in with white poster paint. I now draw the number only once for one wagon, although the tare weights I draw up in two forms as they appear as 'Tare 11-17-1' on the bodies and Tare on the under-
11-17-1
frames. I draw up the servicing details (right hand end of an N.Z.R. wagon) and record these according to the period of modelling that I have chosen (1945-60). It takes me up to 45 minutes to record and complete the details for the numbering of just one wagon.

When I have recorded sufficient sets af artwork, I mount these on a big sheet of black paper along with a scale to show the finished size. Working in 'S' scale I have a strip 16″ long which shows: —

|←—— Final Size — 1 inch ——→|

This is for the final reduction in the photographic process. Of course you could reduce the artwork for any scale simply by selecting the appropriate reduction factor.

By far the best results in printing have come from having had a correct size negative made and then use this for making contact prints.

The best printing paper we have come across is the very thin Agfa Copyright C90 — copyline. This is rather difficult to get hold of unless you have friends in the trade. Once you get the exposure time correct results are excellent. Ordinary photographic paper will work — but it looks better if you split the print to make it look a lot thinner. Having cut the label you want from the photograph with a sharp razor blade, I blacken around the edges with a felt pen, brush PVA glue on the back and apply to the model with a pair of tweezers.

Since the days of rail ferries, many wagons have black on yellow numbering, particularly on the underframes. If you draw up and print these black on white, they can be dyed with yellow dye (I think the 'Drummer Boy' brand was the most effective) with pleasing results.

5. **Letraset Numbers.** While I don't consider these as effective as the photo numbers, they will give a neat accurate job for wagon class and number. You can buy them in the correct size (6 point — 1/16″ high, corresponding to 4″ high letters on the prototype) for 'S' scale. They are available in both black and white. Two styles are appropriate:

No. 1571 Helvetica Medium
No. 189 Futura Medium

If you are unable to obtain these from your local agent write to —

James S. Lookley Ltd.,
50 High Street,
Auckland, 1.

Both sheets have lower case letters which you will be unable to use.

Where white letters apply, in nearly all cases they are on a black background. In my line-up of 40 completed N.Z.R. wagons, I have only one model, a 'Ug' bogie horsebox, which is numbered white upon red. The white letters are transferred onto a piece of thin black paper which comes as a wrapping around some brands of photographic printing paper. I use this also for my tarpaulins. When the number is complete it is cut out with the razor blade and applied to the model with PVA.

I have a couple of models ('W' & 'Vb') in which the black numbers are applied to the wooden body with good effect.

When it comes to the second smaller letter in classifications like 'Ug', 'Vb', 'Hc' etc., the small letters picked out from the formidable list of patents at the bottom of each page, are quite useful.

6. **Transfers.** I have been negotiating in Auckland for 6-8 months to try to get transfers made — to date there is no satisfaction, in spite of lots of letters, phone calls and reminders. It is a big dissappointment to me that these were not available to label my Convention models of 'Vr' and 'Vs' wagons. I still intend to keep trying for I want these for labelling many wagons, especially the white insulated ones. I want also to make labels in gold for detailing steel carriages and vans.

7. **Headlamp Numbers for Locomotives.** To my mind the most impressive effect of a headlamp, on locos like 'A, Ab, J, K, Ka, and Da', is to light up the headlamp numbers. I draw these one quarter full size, black on white, and have the photo-engraver reduce these, along with number plate drawings. The negative from this (the engraver uses a negative in making photo-engravings) is highly successful because it is thick and heavy; able to resist arc lights. I cut the number "glass" out with a new razor blade and glue to the headlamp with Araldite.

Investigations and experiments continue, and I expect to continue to make progress, particularly with transfers, now that I know how to start. Screen printing has some possibilities but I know very little of this. It may be an avenue worth following.

A.M.R.A.
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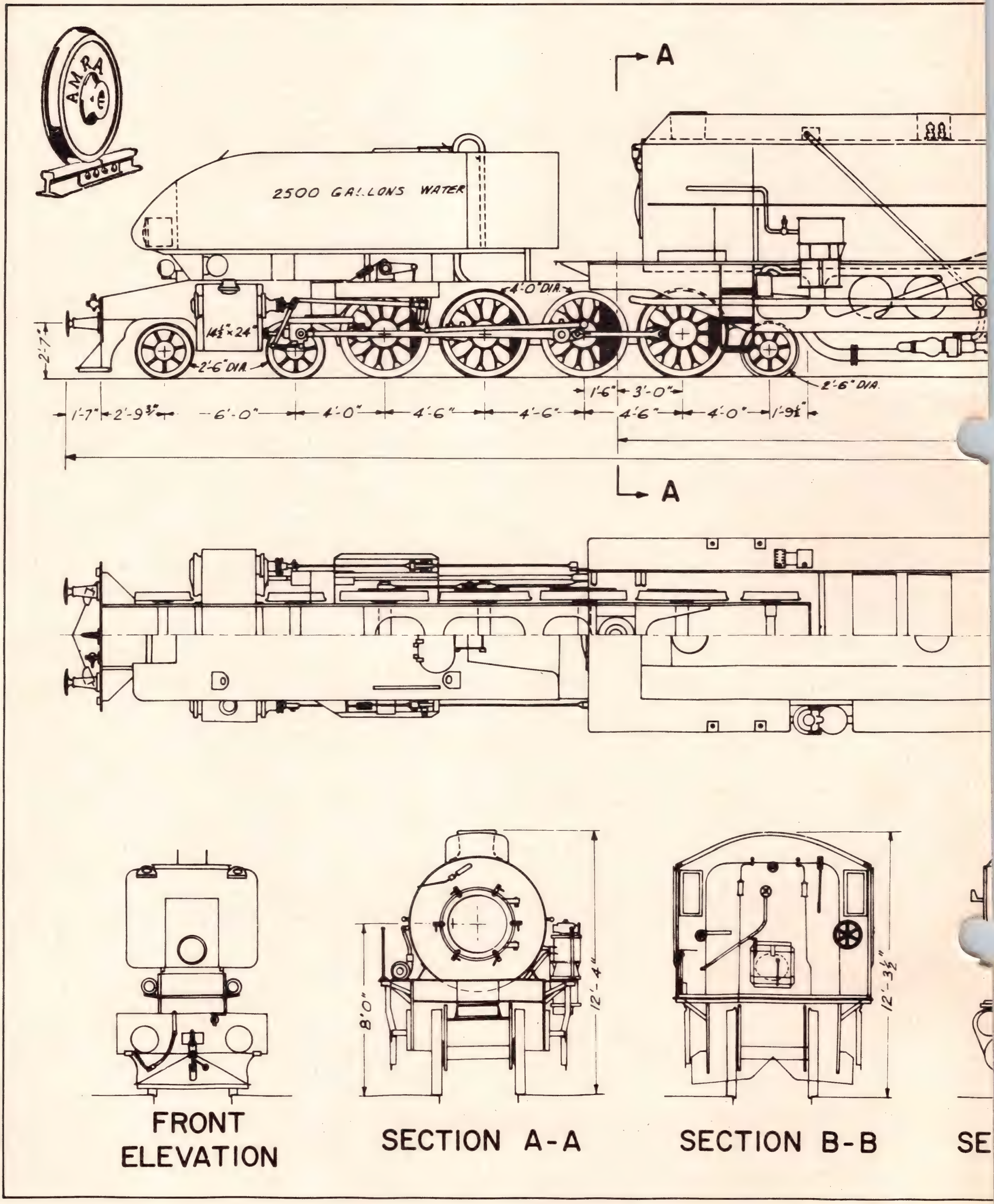
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14½"×24"
2'-6" DIA.
2'-7"
2'-6" DIA.
1'-6"
3'-0"
1'-7"
2'-9¾"
6'-0"
4'-0"
4'-6"
4'-6"
4'-6"
4'-0"
1'-9¼"
8'0"
12'-4"
12'-3½"
FRONT ELEVATION
SECTION A-A
SECTION B-B
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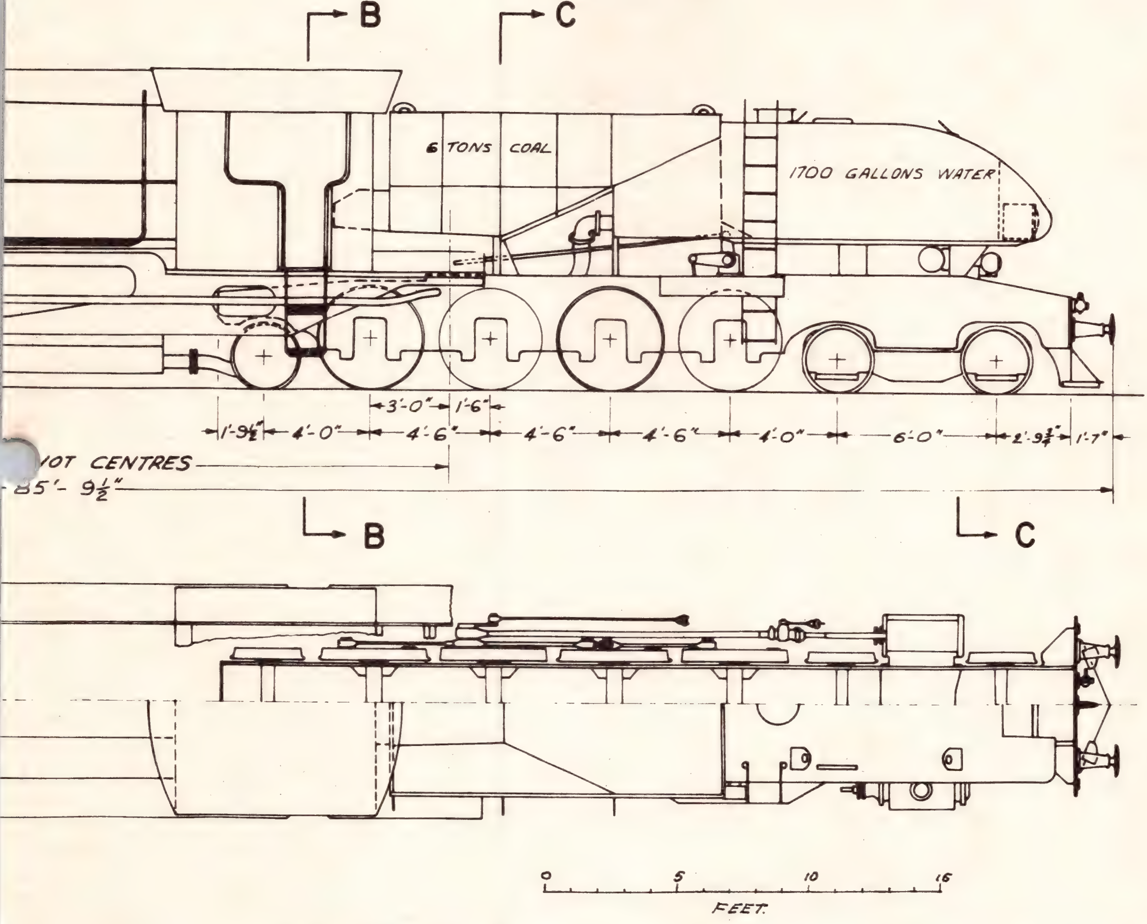
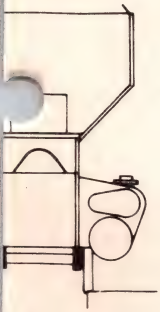




ION C-C

A.M.R.A.

QUEENSLAND BRANCH

AUSTRALIAN STANDARD GARRATT LOCOMOTIVE

DRAWN
A.C. Robinson 30/7/74

SCALE: HO
(1:87)

QHO 201

THE LONG GULLY BRANCH OF THE CROOKED CREEK RAILWAY

by Richard Gutteridge

This could also be titled how to back into a gauge for your railway, and love it! Last year I looked in on a friend of mine who runs a hobby shop which mainly sells plastic models and especially aircraft, but also has a few model trains. When he saw me, the owner delved deep into a pile of boxes and said "Have you ever seen anything like this before"? This was an L.G.B. four wheeled tank loco about ten inches long, four inches wide and six inches high.

It was beautiful! It was a model of a German narrow gauge loco and very similar to the Tal-y-lyn loco "Douglas". And it was slightly shop-soiled and going very cheaply! It was also 1 gauge, i.e., one and three-quarters of an inch between the rails, and I work in O gauge, and there was no track or rolling stock to go with it! But it sat there on the counter looking seductive and I fell! And I have never regretted it. Lay out an L.G.B. layout on your floor, or in your garden, and all who see it are sucked in and you just can't get near the controller. The loco runs like the proverbial clock. They have a rather noisy spur gearing, but are incredibly sensitive to the controller — I use an old H & M Clipper. They will run dead slow without pulse power or frills, and on half controller they are flat out. The rolling stock is rugged, doors in waggons open, roofs can easily be removed for further detailing — the coaches already have seats and opening doors, and even opening doors on the end railings of the coach verandahs! The detail is strong, junior can put his foot on a car and it won't break. At the Hobby Trade Fair in America, the L.G.B. salesmen caused a near riot by deliberately dropping their wares on the floor to show how strong they were.

The prototype narrow gauge lines were not noted for their excellent track, and L.G.B. will tolerate incredibly bad track and waddle happily over rails that miss alignment by a mere eighth of an inch or so, or gauge that is definitely not true. The deep flanges and wide tread of the wheels, plus the very bulk of the locos and rolling stock, make track laying an easy task. This is just as well as the L.G.B. track is a ridiculous price — over two dollars a foot. However track is easily made at home using Austral Bronze 702 brass rail and O gauge dog spikes sold by Model Dockyard. For sleepers I use eighth round coverstrap ½ inch wide bought at the local timber yard. This is glued to marine plywood bases as I hope one day to set my layout in a permanent outside location. The rounded sleepers are sanded down a little with a sanding disc, held in a quarter inch drill before rails are laid. The resulting track has a pleasant backwoods forest railway look.

In spite of their large size the track radius is only two feet, so the line requires a space of about five feet broad. This allows for the width of track plus the diameter of the circle, in other words L.G.B. requires a space very little bigger than H.O. and much smaller than scale O gauge. However when drawing track plans allow about one foot in length, and eight inches in width, for each four wheeled car. The major parts of my Milltown terminus fit on two boards, four feet by two feet, that are hinged together. The loop will accommodate a four car train, which I find long enough for a narrow gauge train.

Rolling stock prices are a little higher than plastic O gauge, such as Atlas and Rivarossi, but well under the price of brass imports in this gauge. Locos range from $52 for an 0-4-0 diesel to over $100 for the larger 0-6-2s and double bogie diesels. Passenger coaches from $15, and freight from $4 for a ballast cart, to $16 for a tank car. However due to the size of the models one needs relatively few. The Long Gully Branch is positively over crowded with one loco, a gangers trolley converted into a railcar, similar to the "Spirits of Salts" on the Victorian Railways former narrow gauge line between Wangaratta and Whitfield, and a dozen waggons of which one third are home made.

Anyway, back to the Long Gully Branch. One drawback of L.G.B. products is the casting of the letters L.G.B. on all rolling stock so one either scrapes this off, or names one's railway to fit, hence the "Long Gully Branch". From diagram 1, it can be seen that the line is point to point between Milltown and The Junction, with a branch out to the logging camp. Fully set up this fills the floor of our 20 feet by 14 feet living room. The line is made in sections which are all interchangeable, so it can be set up in an oval as in diagram 2 or set up as in diagram 3, as a terminus and continuous run. Due to the couplings being the type with a hook on one end of the car, and a chopper on the other, a reversing loop is not practical.

Let us board the train at Milltown for the traditional trip over the line. The station is rather picturesque and is a direct copy of that in a series of railway cartoons about an incredible U.S. narrow gauge called the Fiddletown and Copperopolis — a railway on which the impossible and incredible was the normal.

Our train is a little unusual in that there is box car shunted ahead of the loco, our passenger car, very smart in green livery comes next, then an open waggon with a couple of huge barrels inside it, and finally a brake-van brings up the rear.

We board the passenger coach, being true railfans, don't enter the saloon but stay on the open verandah, holding tight as the train lurches out of town. On our left is a busy timber mill which is the main industry on the line. Our train makes excellent headway down the winding track to Midway, the junction of the branch to a logging camp. There is nothing at the junction except a platform on which stands a solitary figure with a limp mail bag. One of the train crew uncouples the freight waggons behind the passenger car and we chuff along the branch with the box car still ahead of the loco and passenger car behind it.

We pant our way laboriously up the uneven track, evidently money is short as the undergrowth on either side brushes against the sides of our car and we are told that landslips often retard progress in winter months. However we reach the camp without incident, and, after a few passengers have alighted and another joined us, we reverse back to the junction, where the crew pick up the remaining two cars, which have been sitting in the middle of the mainline awaiting our return. There is a fair amount of haste evident now as we are running a few minutes late and the train **must** make the junction on time to keep the mail contract, which is one of the reasons that the L.G.B. survives. We fairly rattle down the line over a

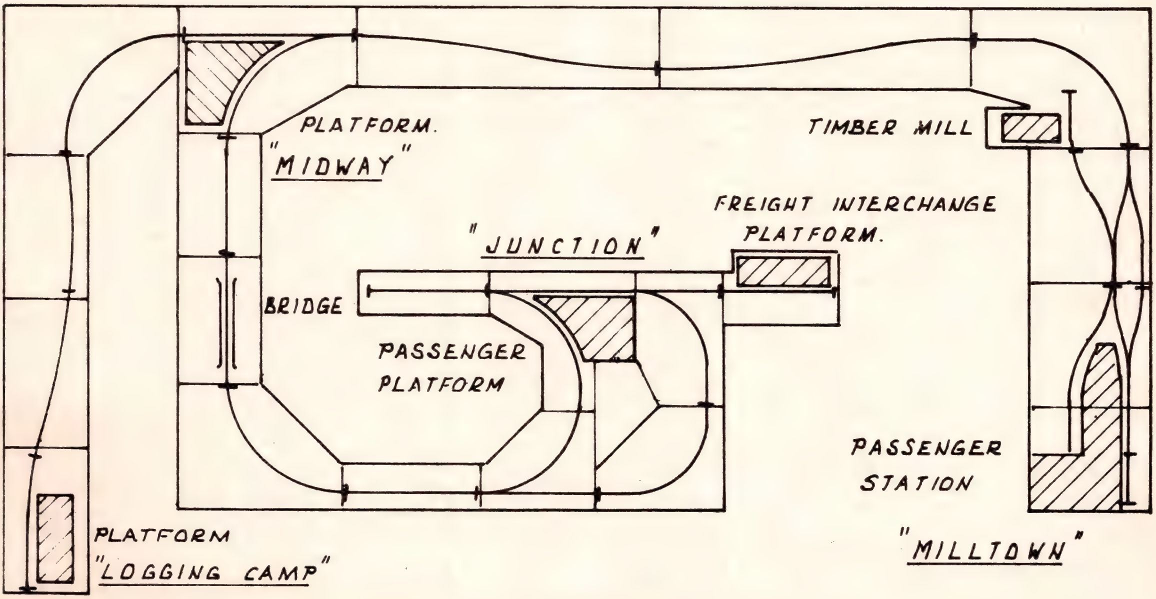


DIAGRAM I. USUAL LAYOUT OF LONG GULLY BRANCH.

bridge, slow down only momentarily at the first set of points at the junction, and draw up to the platform at the far end in a cloud of steam and self importance for the mail is on time again! As soon as the connecting broadgauge train has left us, the crew drop the load of barrels in the interchange siding and our train is soon ready for the return trip.

It is a little more conventional now as the coach and freight cars are all behind the loco as the logging branch is a trailing siding this time. However on the way back only cars for the logging branch will again be taken up the branch, and those for Milltown will remain on the mainline until the train returns, as the train crew want the lightest possible trains on the winding and steep logging branch. By the time this article appears, the propelling of cars ahead of the loco will probably become a rare occurrence "for the safety reasons" on the mainline, although it will still continue on the logging branch. The reason for this is to make life harder for the train crews, as cars from Milltown to the Logging camp will have to be hauled to the junction, to allow the loco to run around them and then taken back to Midway and then up the branch to the camp. This makes the trip about twice as long and adds to the interest. When the "railcar" is finished it will be able to add a few more complications to the operating schedule.

Last month a young nephew was staying with us and the children thought up a new variation. The line was set up as an oval and it was decided that some desperados had stolen the train, which just happened to have a logging car of balsa logs behind it. They were pursued by the forces of law and order in the semi-finished railcar. As the ruffians rattled at high speed down the track the logs tended to fall off the log car. Sometimes the slightly faster railcar pushed the logs aside and sometimes — well as I said this L.G.B. stuff is pretty near indestructible! The operators had a ball and no harm came to the railway.

So if your taste in modelling is a little jaded and you want to please the whole family, why not try this unusual scale?

L.G.B. Products are available from Searles Ltd., Wallace Way, Chatswood, N.S.W.

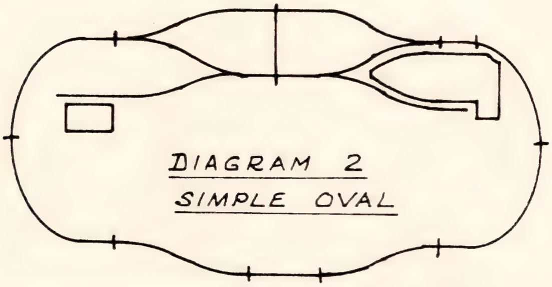


DIAGRAM 2

SIMPLE OVAL

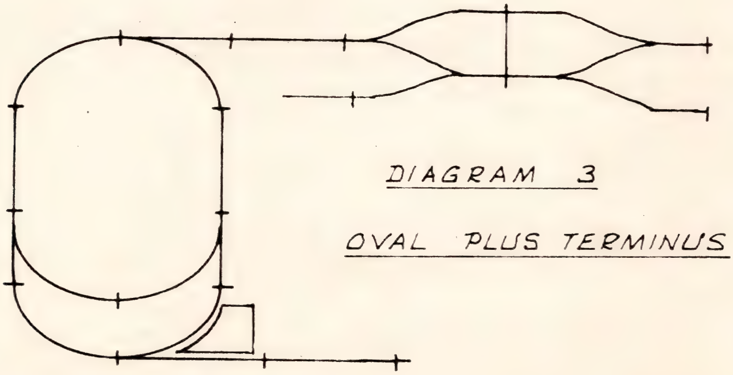
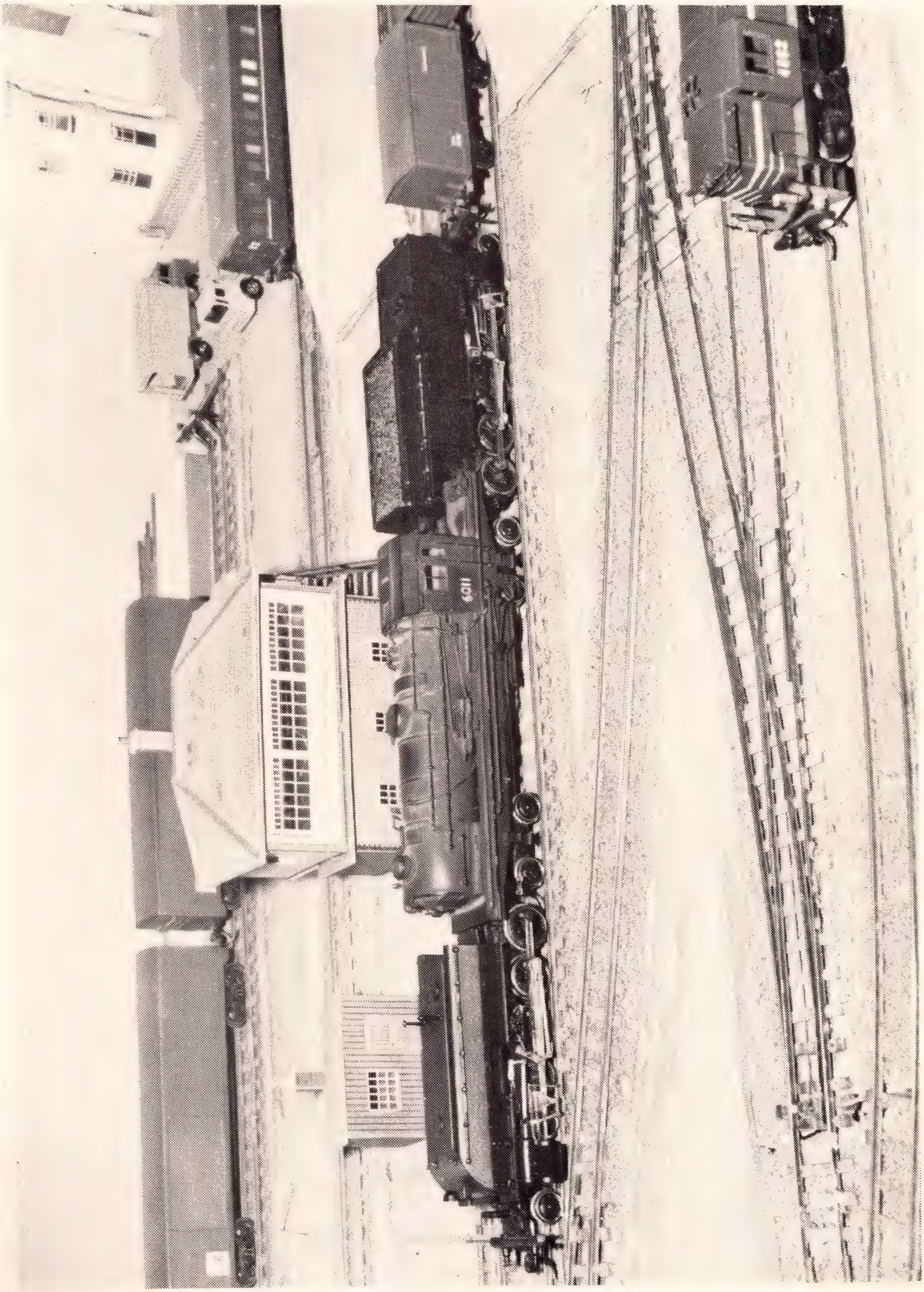


DIAGRAM 3

OVAL PLUS TERMINUS



Howard Armstrong's 60 Class Garratt leaves Wollongong with an Up Goods. A scene on the HO Layout of Alan Templeman.

Photo: A. Templeman.

An "O" gauge track cleaner

by Brian Rowling

Reprint from Journal No. 50. December, 1963.

This simple track cleaner took about half an hour to make, and has saved many hours of time over the years it has been in use on my "Midland Railway". The principle is as follows. A suitable loco hauls the track cleaning train around the layout, over each branch, and down each siding, before each running session and even in the middle of a session if the track requires it.

The first car of the track cleaning train scrapes off oxide from the rail head, and from the studs or centre rail if any, while the second car cleans off the loose scrapings and any oil etc., present. The scraper of the first car is "wet and dry" sandpaper, while the cleaner of the second car is a felt pad saturated with mineral turpentine. For the cars of the train, I used the "O Gauge House" South Australian flat car, as this has plenty of room underneath for the works.

To make the scraper car, take a piece of tinplate and cut as shown in Fig. 1, the dimensions shown being those applicable to the South Australian flat car. Modellers using different wagons may have to vary the dimensions slightly to suit their particular needs. Those using two-rail should omit the centre leg, as this is used to clean the studs or the centre rail. Mount pieces of medium grade wet and dry paper on the areas shown shaded, using a contact adhesive.

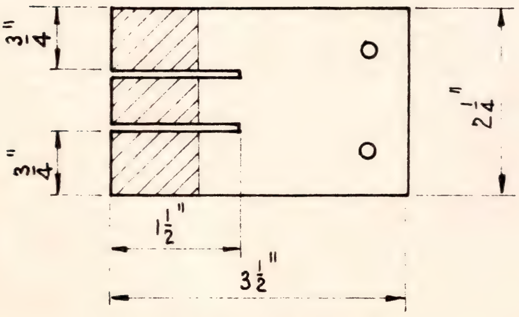


FIG. 1.

Attach the plate with its sandpaper facing downwards underneath the wagon in an approximately central position, as shown in Fig. 2. The method of attachment will vary with the wagon used. I simply bolted mine to the underside of the wagon floor with 1/8" whitworth bolts and nuts, and covered the screw heads with a dummy load. Now bend the legs down as shown in Fig. 3 so that they will exert a light pressure on each rail, and in the case of stud contact, lightly touch the lowest studs.

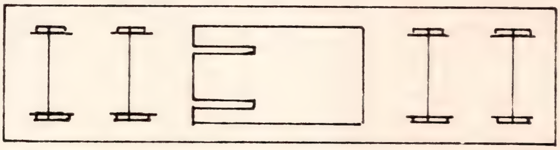


FIG. 2.

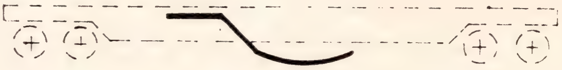


FIG. 3.

To make the cleaning car, take a block of wood of suitable dimensions to fit underneath the wagon. The block shown in Fig. 4 is suitable for the South Australian wagon. Cut a piece of "Feltex" to size so that it will just cover the block and tack it down with about eight tacks driven well in below the surface of the "Feltex". Drive two nails into the top of the block in approximately the positions shown in Fig. 4 and cut off their heads. Make sure the nails are vertical. Now drill 2 holes in the floor of the flat car to clear the nails. This will make a guide to keep the block of wood and its felt covering clear of the sides of the wagon and clear of the bogies, while allowing the block to rise and fall on any hollows or hills of the track.

That is all there is to it! Saturate the felt pad with mineral turpentine and place it on the track. Put the flat car over it, couple on and away we go. After about ten trips around my layout of about 150 feet of track, I find that the sandpaper of first car has began to clog with dirt. This can be easily washed off with mineral turpentine and is good for another lease of life. I find that it is best to use a many-wheeled loco to haul the cleaner train, as the loco is really working over dirty track. I use a heavy 2-6-2 box cab electric loco to haul the train, and about two trips over the system is sufficient to clean the rails.

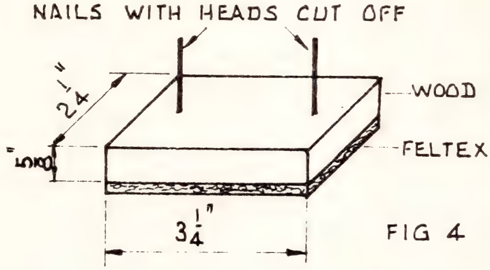
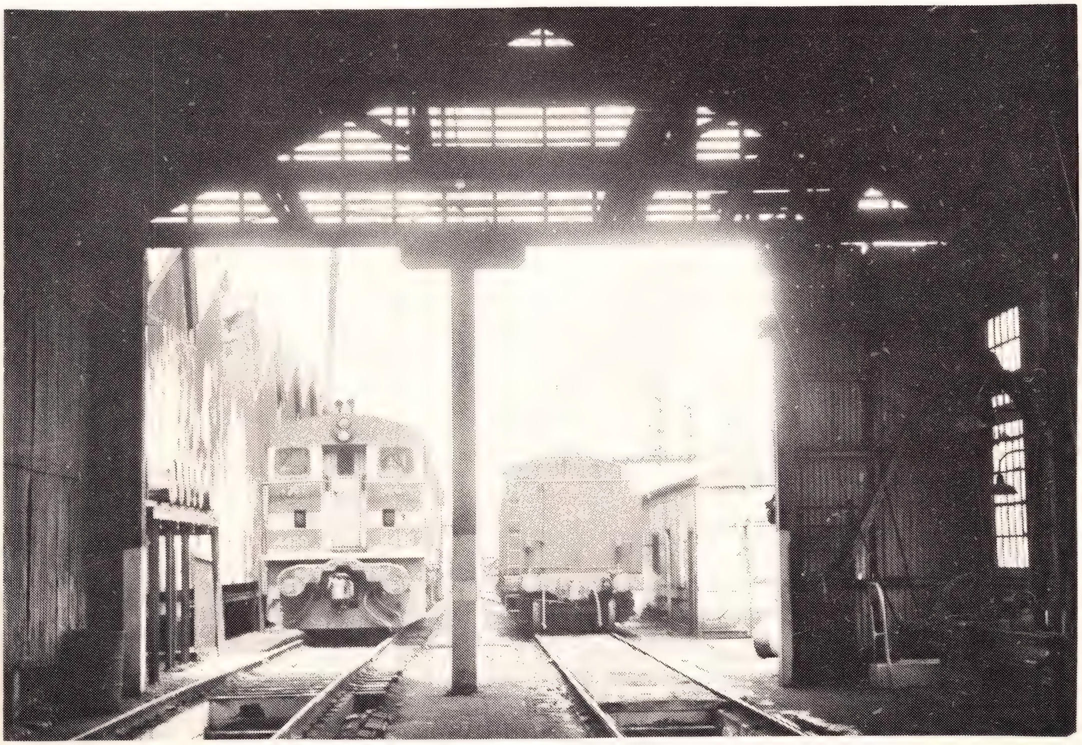


FIG 4

Note: In this article I have assumed the use of brass or nickel silver rail. Tinplate track should not, I am told, be touched with sandpaper at all as such treatment would remove the tinning — but then running trains removes it anyway!



Taken at Albury, N.S.W., November, 1970, 4420 and 5241.

Photo Jack Parker

THE POP VALVE!

FOR READER'S LETTERS

The Editor,
A.M.R.A. Journal

Dear Sir,

In response to your reminder in the Journal I received today, I enclose a cheque for $4 for renewal. At least that's the amount I sent last year, and I can't recollect any increase since, and there's nothing in the Journal on it.

One point I will argue on is the article "Is it really a model railway," on the grounds that its four different types doesn't include a fifth type, a model railway that is simply a model of a railway, as realistically as possible. It doesn't depend on copying established practice in operation, or layout; but it has to be reasonably possible. It doesn't make sense to me to operate a model railway just like the real thing, down to time tables, and speeded up clocks, and signals, if at the same time it doesn't look like a railway — no scenery, or very little, and that often added as an afterthought, just to cover a few vacant spaces.

Certainly a model railway should run, and run reliably. (I discarded electric switching of points after burning out a few, and now rely on hidden rodding to operate them). Some buildings are lit for night operation, and I hope to get on to whistles some day — the only one I can see advertised is an American one for around $30 if I remember rightly. It was a bellows and reed type. But there was one in a tinplate signal box a long time ago that operated on much the same basis as a T model klaxon — an electric motor vibrating against a diaphragm. It need not be small enough to fit a loco — one placed under the layout, and operated when needed, is all that's wanted. Know of anything?

For realistic smoke from factory chimneys, I use mosquito coils, with a funnel feeding the smoke up the chimney. But I'm told that a mixture of citronella (used to repel mosquitoes) and light machine oil, makes the right smoke if electrically heated — just turn on the power when you need the smoke. But how? Some kind of heater coil?

One dodge I found handy, on a reversing loop, where I was told I'd have to instal a section operated by another controller; I simply flick, at the same time, the reversing switch on the controller, and the reversing switch that covers the section; the slight movement on the loco's speed doesn't worry me half as much as having to wire another controller would do.

And congratulations on the improved printing style of the Journal.

Yours sincerely,

F. J. SIVITER

THE EDITOR,
A.M.R.A. JOURNAL
Dear Rex,

I am still thinking about Ern Raddatz' letter. Lack of communication is the real trouble, but I doubt his ideas of overcoming it. The trouble is to make the ideas work. The chap in charge of his "Round-Robin" would be hard to get, I guess, and I really feel he would have a hard job keeping it going.

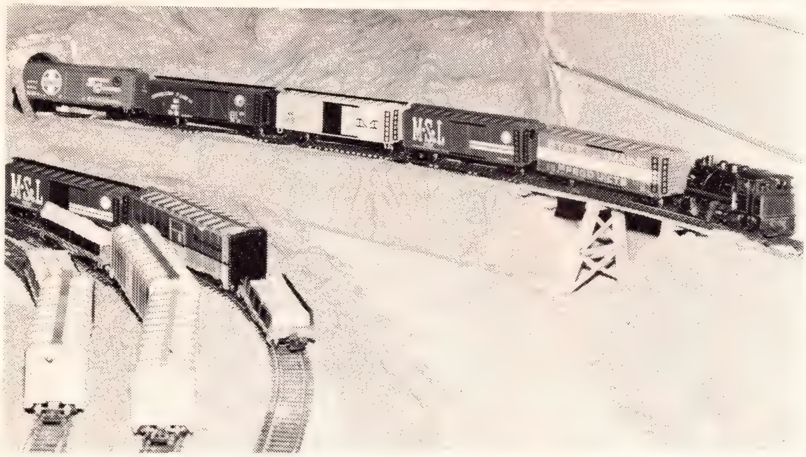
I keep in touch with one of our members over here, and send him magazines. He sends me one of his, and I send him four of mine. Postage costs 70c each two months. The magazines may come back promptly or they may take weeks. A round robin would be the same and could take ages to go around. Of course there is always the one who drops out or forgets all about it.

Quite frankly, the belonging is just a little up to YOU; you have to help yourself. I feel that even a letter to "Pop Valve" can make you feel a little attached, and if we had more letters in "Pop Valve" we might get to know how a few others thought.

Advertisements are my grizzle. They should let us know what and where goods are, and I wish the shops would make better use of them. One argument used is that they take too long to appear in Journal, which may or may not be correct, but how do we overcome that problem when everything seems to be getting slower?

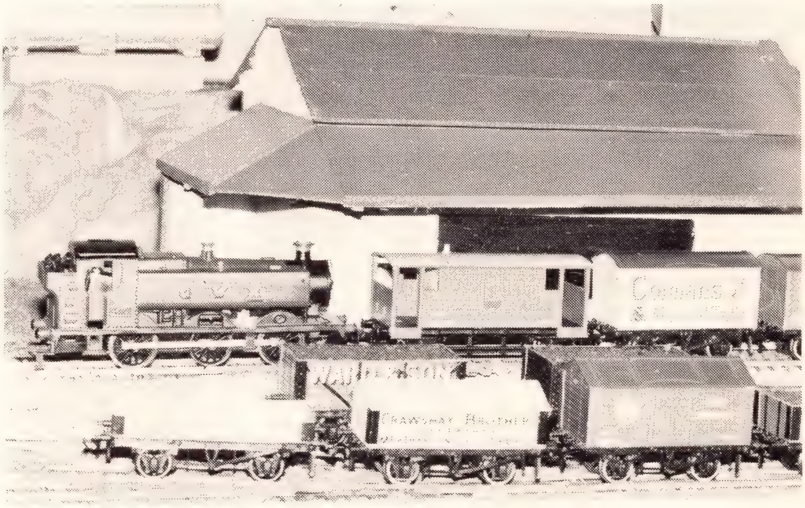
I often wish more advertisers would copy Bill Gardner. To the country chap Bill's "Newsletter" is a God sent blessing.

BROUGHTON BOYDELL.



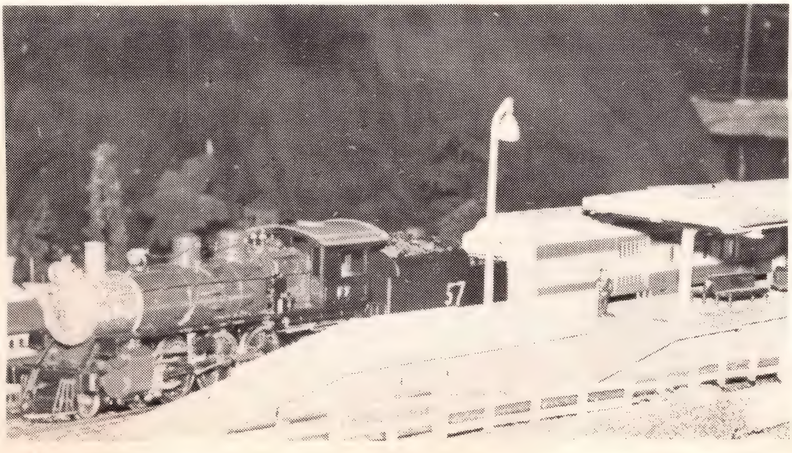
The "Docksider" strains to lift its train up the incline to their destination.

A scene on the W.A. M.R.C. Layout.
Photo Graeme Watson



The G.W.R. Pannier busily shuffles wagons, so each can have its turn at the Loading Platform.

A scene on the W.A. M.R.C. Layout.
Photo Graeme Watson



"57" A Great Northern H4 Pacific awaits the loading of the Baggage Car so her journey can continue.

A scene on the W.A. M.R.C. Layout.
Photo Graeme Watson

Branch Reports

QUEENSLAND BRANCH REPORT

Our host for the October meeting was Keith Anderson. Keith entertained us with a varied collection of 8mm. films covering railway operations in many parts of Australia. Several new faces were welcomed to the large gathering. The number attending in recent times reflects the substantial increase in membership in the Branch as indicated recently in the Journal.

The vacant slot in the programme, caused by the cancellation of the Hobby Show, was filled by holding the November meeting at the Northgate home of Arthur Robinson. Arthur displayed a series of colour slides, mainly of the QR, with a commentary emphasising the many small details visible in these photos which are so desirable in good modelling.

No formal meeting was held in December, but, at the gathering of the Queensland Production Group, we were pleased to meet Jack Treseder and son from Melbourne who had driven up from their holiday on the Gold Coast. Welcome also was John McDicken who has recently moved from Sydney.

1975 is the 21st anniversary of the foundation of the Queensland Branch. It is intended to celebrate this occasion in some way. This will probably take the form of a dinner one evening in May. The date is tentatively set as the 16th. In the event that details are not published in Journal in sufficient time, members wishing to attend should contact the Secretary for information. This is Malcolm Neilsen, 14 Lewis St., Eagle Junction, or phone Vice-President, Jim Fainges on 55-4408.

Other meeting dates in the early part of the year are:

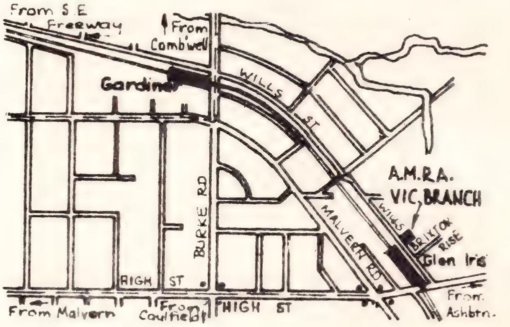
February 27: Steve Malone,
27 Toombul Terrace,
Toombul.
March 27: Jim Christie,
32 Wana Street,
Sunnybank.
April 24: Richard Peeters,
68 Gilston Street,
Keperra.

JIM CHRISTIE, Branch Reporter

SOUTH AUSTRALIAN BRANCH

Although the South Australian Branch is not yet formed, the S.A. Representative is Wal Bennett, 6/42 Wright Street, Renown Park, Adelaide, 5008.

VICTORIAN BRANCH NOTES



Club Night meetings are held on the Second Thursday of each month, at 92 Wills Street, Glen Iris, commencing at 8 p.m. The Clubroom is open for work on the Club Layout EVERY Wednesday night. Scratch Builders meet at the Clubroom, on the First and Third Wednesdays of each Month. Crazy Whist nights are held at the Clubrooms on the First Saturday of each month, commencing at 8 p.m.

VICTORIAN BRANCH REPORT — JOURNAL 114

The 1974 year was very successful for Victorian Branch with further improvements being carried out to our Club rooms. Unfortunately the majority of members are prepared to sit back and let others do the work, but the C.O.M. would like to record their appreciation to those who have devoted time and effort in attending working bees and layout displays.

The modelling and photographic competitions disclosed considerable talent, although many members appear to hold back. Perhaps they feel their work is not good enough, but how will they learn if they cannot accept criticism. This year we are pleased to be able to award trophies for both competitions, and believe me the judges had a hard time in reaching a decision. The R. H. (Bob) Edwards Trophy for the Model of the year was won by David Morrison whose HO N.S.W. TLX Louvre Van was a gem. The Malvue Photo award — donated by Mal Baker, was won by John Hutchinson's enlargement of Leithbridge Station.

Each year the sterling work of one of our members is recognised by the C.O.M. and this year the Victorian Branch Encouragement Award was presented to Bob Edwards who has given valuable assistance to the Branch.

The Agenda for the next four months is as follows:

March 1st: Special General Meeting 2 p.m. Crazy Whist 8 p.m.

March 7th-10th: Annual Exhibition at Camberwell Civic Centre.

March 13th: Monthly Meeting, Guest Speaker, Alan Dowel.
Subject — Model Railway Electrics.
Competition — Photograph 1974 AMRA rail trip.
Nominations for C.O.M. elections close at this meeting.

April 5th: (8 p.m.) Crazy Whist at Club Rooms.

April 10th: (10.30 a.m.) Ladies Auxiliary meet at Club Rooms.
(8 p.m.) Annual General Meeting — Election of Committee of Management.
Competition — Model of a Locomotive, any outline, Diesel, Electric or Steam.

May 3rd: (8 p.m.) Crazy Whist at Club Rooms.

May 8th: (8 p.m.) Monthly Meeting — Family Film Night. Competition — Photograph of Locomotive Facilities.

June 7th: (8 p.m.) Crazy Whist at Club Rooms.

June 12th: (8 p.m.) Monthly Meeting.
Competition — Model of Locomotive Facilities.

June 14th-16th: Convention — If we have **50** starters by April 10th.

The tentative programme for the Convention (providing 50 members notify Mal Baker that they will be attending) is as follows:-

Sat. a.m. — Welcome at Club Rooms.
Sat. p.m. — Layout visits.
— Dinner Dance.
Sun. — Rail trip to a destination within 100 miles of Melbourne.
Mon. — Visits, Dynon, Bogie Exchange, Heinz Yard etc.

The total cost (estimated Dec. 1974) is $25.00, so drop a note to Mal Baker **NOW.**

The next meeting of the Ladies' Auxiliary will be held on Thursday, 10th April, 1975, at 10.30 a.m., at the Clubrooms, 92 Wills Street, Glen Iris (opposite the Glen Iris Railway Station). All ladies are very welcome.

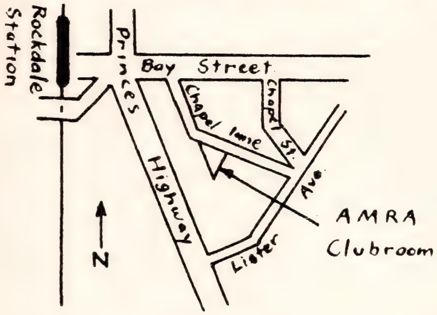
The Auxiliary is planning a Snowball Drive for next April and orders will be received up to the end of March. Ring Dorothy Treseder for details — phone 874-3953.

JOHN J. HARRY, Hon. Secretary

WANTED

TRIANG R.426 Diesel Pullman Parlour cars in good condition. Reply with price to P. Rogers, 199 Westend Highway, Warrimoo, 2775.

NEW SOUTH WALES BRANCH NOTES



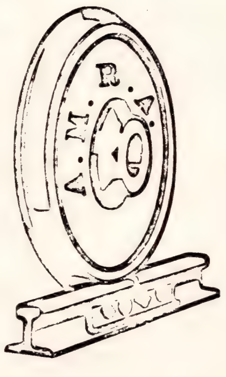
Meetings are usually held on the first and third Saturday afternoons in the month, and the second and fourth Fridays. Details of coming meetings are listed below.

N.S.W. BRANCH REPORT

The N.S.W. Branch has ordered a quantity of transfers suitable for sticking to car windscreens, layout room windows, etc. The transfers are about 2″ x 3″ and to the design of **A.M.R.A.'s wheel on** rail emblem, with the words 'Australian Model Railway Association' underneath. These are available through Branch Secretaries for 25c each, or by sending a stamped self-addressed envelope to:-

The Secretary,
A.M.R.A. N.S.W. Branch,
P.O. Box 194,
Rockdale,
N.S.W., 2216.

Postage stamps will be accepted as payment, provided that the stamps are either 5 or 10c, so that we can re-use them.



Australian Model Railway Association

Friday 22 November saw the Federal A.G.M. being held at Rockdale. This was followed by guest speakers who took us on a quick tour of Japanese, Russian, European, South African and 19th Century English Railways, after which we all rather breathlessly had a good cup of tea. Seriously though, the slides and talk were very well presented, with the star of the show being the Moscow Metro.

The Annual Dinner was held last year on the 4th November, at the Willoughby Legion Ex Servicemen's Club, where our host was Ernie Hindmarsh. The dinner was attended by eighteen persons.

Early in November, an extraordinary committee meeting was held for the purpose of discussing the building at Rockdale, and its future.

The extensions are now well under way, and when these are finished much will remain to be done to the rest of the building by way of exterior maintenance, and to improve the appearance and general decor, (don't laugh, this is serious), of the interior. We need some kind of floor covering, the ventilation needs improving, some of the furnishings need replacing with items that will fold and store away easily, and so on.

As far as furnishings are concerned, I think we have to be realistic and recognise that with donated items we are only one step ahead of the rubbish tip. That is not to say we weren't grateful for those items which were given to us, because in the early days of owning the building we were scratching for every cent we could lay hands on. However it is your reporter's personal opinion that if we are ever going to have a building we can be proud of, a serious re-assessment of attitudes towards such things as using second hand materials, donated junk, etc., needs to be made.

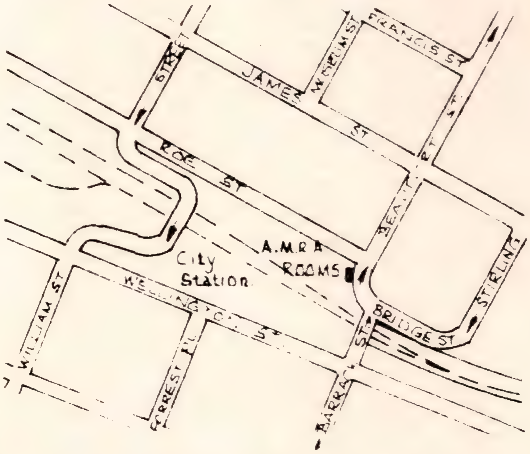
Photo not printed in last (Nov/Dec) Journal. Sorry!
EDITOR

Attendances at meetings are slowly rising, the model clinic has lately been attracting 20-30 members, and major meetings, like open days and auctions, have attendances getting towards the 100 mark.

So, your committee has prepared a list of job priorities aimed at greatly improving the accomodation. Working bees will be arranged, and if you have trade skills, and if you are fair minded enough to recognise that use of the Clubrooms entails something more than just paying a fee and then all take, take, take, can you please bring your tools along and lend a hand?

J. PARKER
BRANCH REPORTER

WESTERN AUSTRALIAN BRANCH NOTES



Club night meetings are held in the Clubroom, 1 Beaufort St., Perth, on the FIRST Monday of each Month. Working Bees on the layout are held on the two Saturdays per month as indicated on your quarterly programme.

Visitors and prospective members of A.M.R.A. are always welcome at any of our meetings. Anyone interested can write or phone the Secretary for further information: —

Mr. Jack Eagles,
26 Swan Road,
High Wycombe, W.A. 6057.
Phone: 60 5005

News from other clubs

NORTH SHORE RAILWAY MODELLERS ASSOCIATION

The third annual general meeting was held of the North Shore Railway Modellers Association on 12 November, 1974 and the following officers were elected for the forthcoming year.

PRESIDENT: Doug Bocking
SECRETARY: Peter Betts
TREASURER: Peter Moses
ASSISTANT SECRETARY: Ron Smith
REGISTRAR: Les Coghil

The Association meets monthly on the second Friday of the month. New members are welcome and enquiries should be made to Peter Betts, 40 Merrilee Cr., Frenchs Forest, N.S.W. 451-9744.

The above association held its first open modelling competition on the 10th December, 1974, at Chatswood, and attracted 26 entries in 6 categories from 7 different modellers. Judging was carried out by all those present and after much statistical analysis the following results emerged.

1. SCRATCH BUILT LOCO

1st N.S.W. 57 Class in "O" by Col Steward
2nd Midland 0-4-0 in "Protofour" by Doug Bocking
3rd N.S.W. 32 Class in "HO" by Peter Betts

2. KIT BUILT LOCO

1st Southern 700 Class in "OO" by Peter Betts
2nd N.S.W. 18 Class in "HO" by Keven Loughry
3rd N.S.W. 28 Class in "HO" by Keven Loughry

3. SCRATCH BUILT ROLLING STOCK

1st N.S.W. Brake Van in "O" by George Lowe
2nd LSWR Auto Coach in "Protofour" by Peter Betts
3rd GWR Coach in "OO" by Alex Matheson

4. KIT BUILT ROLLING STOCK

1st Midland Coach in "Protofour" by Doug Bocking
2nd Southern Coach in "OO" by Peter Betts
3rd GWR Bolster Waggon in "OO" by Alex Matheson

5. BUILDING

1st Row of Superquick Houses in "OO" by Derek Netting
2nd Tunnel Mouth in "OO" by Alex Matheson.

6. MISCELLANEOUS

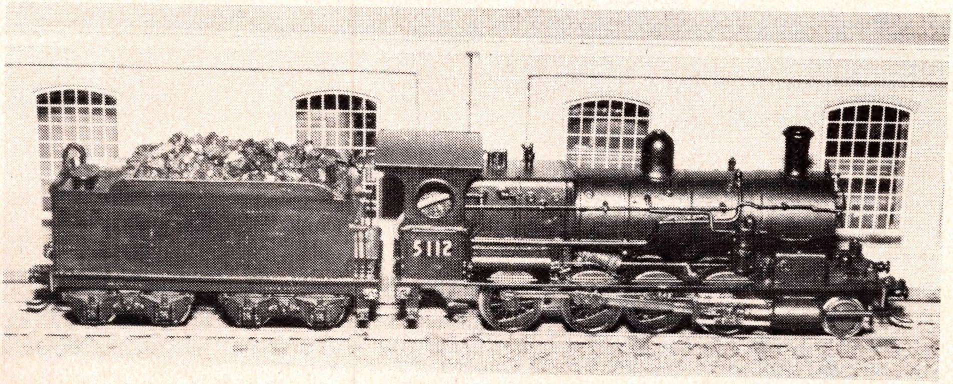
No contest due to only one person entering.

On overall marks, the best model in the show was judged to be George Lowe's beautifully detailed N.S.W. brake van. He was presented with the N.S.R.M.A. Modellers Trophy by George Aitcheson.

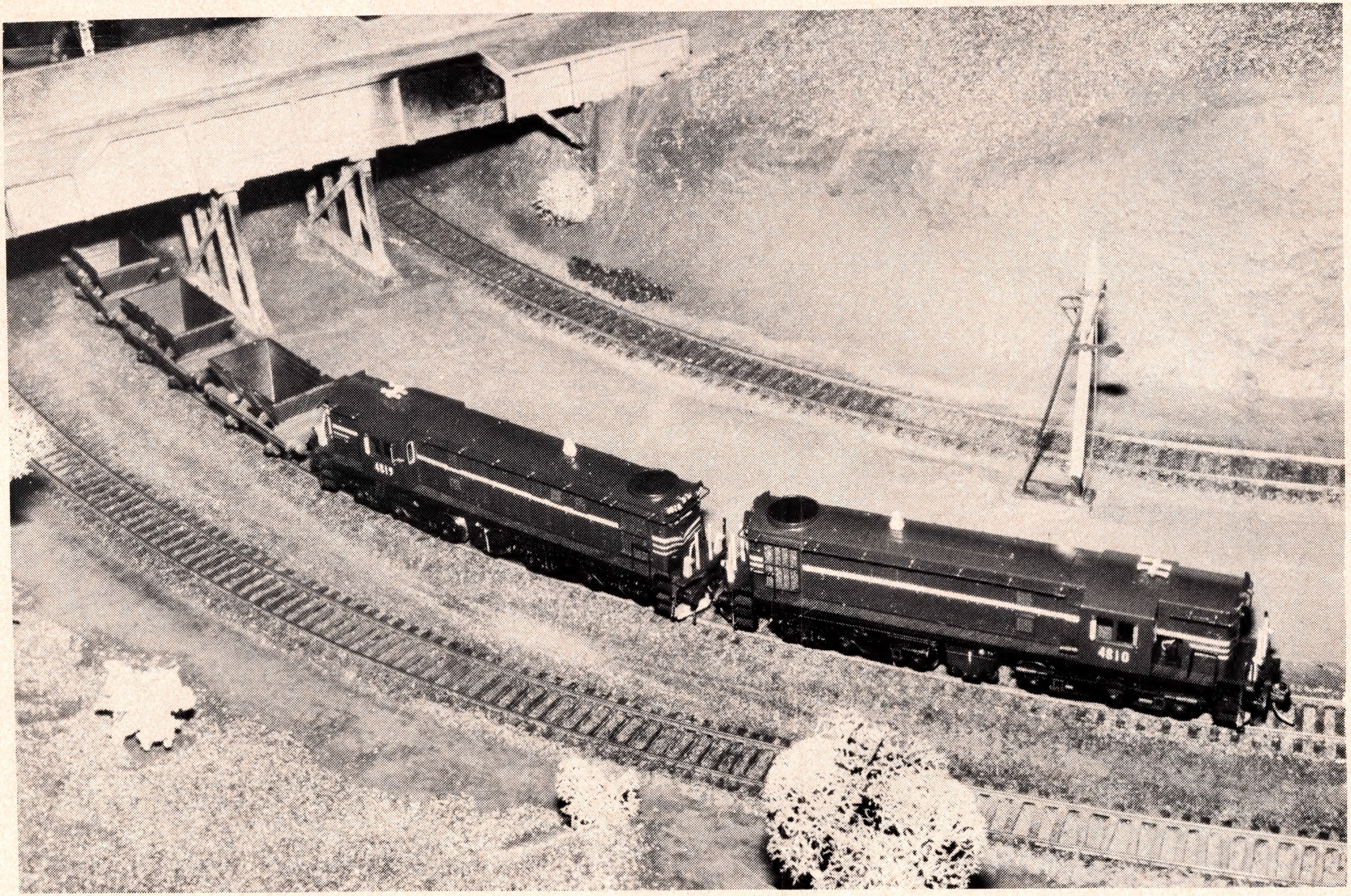
The overall standard of the entries was very high, and there was no surprise when well known modellers Col Steward and Doug Bocking scored high marks. Col has been around a long time, and the excellence of his "O" gauge models are easily appreciated. Doug is a comparative newcomer to the Australian scene, and the fineness of his work in the exact protofour scale is only fully appreciated by those with good eyes. George Lowe's one entry was a surprise winner, as he was the only outsider in the competition, but there could be no question that the trophy went to the best entry. Peter Betts and Alex Matheson also had good entries, showing that there is more than one scratch builder in the North Shore area. Keven Loughry showed what can be done with proprietary lines and a little imagination, to produce N.S.W. prototypes. The picture was completed by some fine buildings put together by Derek Netting.

The club organisers were pleased with the good turn out at their first competition, although they would have liked to see more people competing no matter how modest their models. We are now looking forward to an even better contest next year.

PETER BETTS



A brass HO 50 Class, very nicely converted to the original saturated steam version by Jack MacMicking, to produce an unusual model. Note the shortened smokebox and the balanced piston rods.
Photo by Alan Templeman



A pair of 48 Class diesels on a train of empty LCH coal hoppers on the N.S.W.M.R.C. layout.

Photo by Alan Templeman

JOYCA HOBBIES

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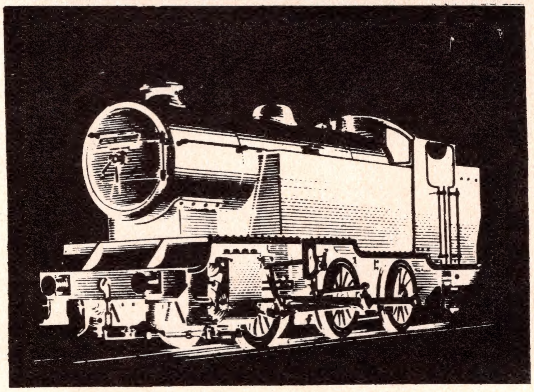

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